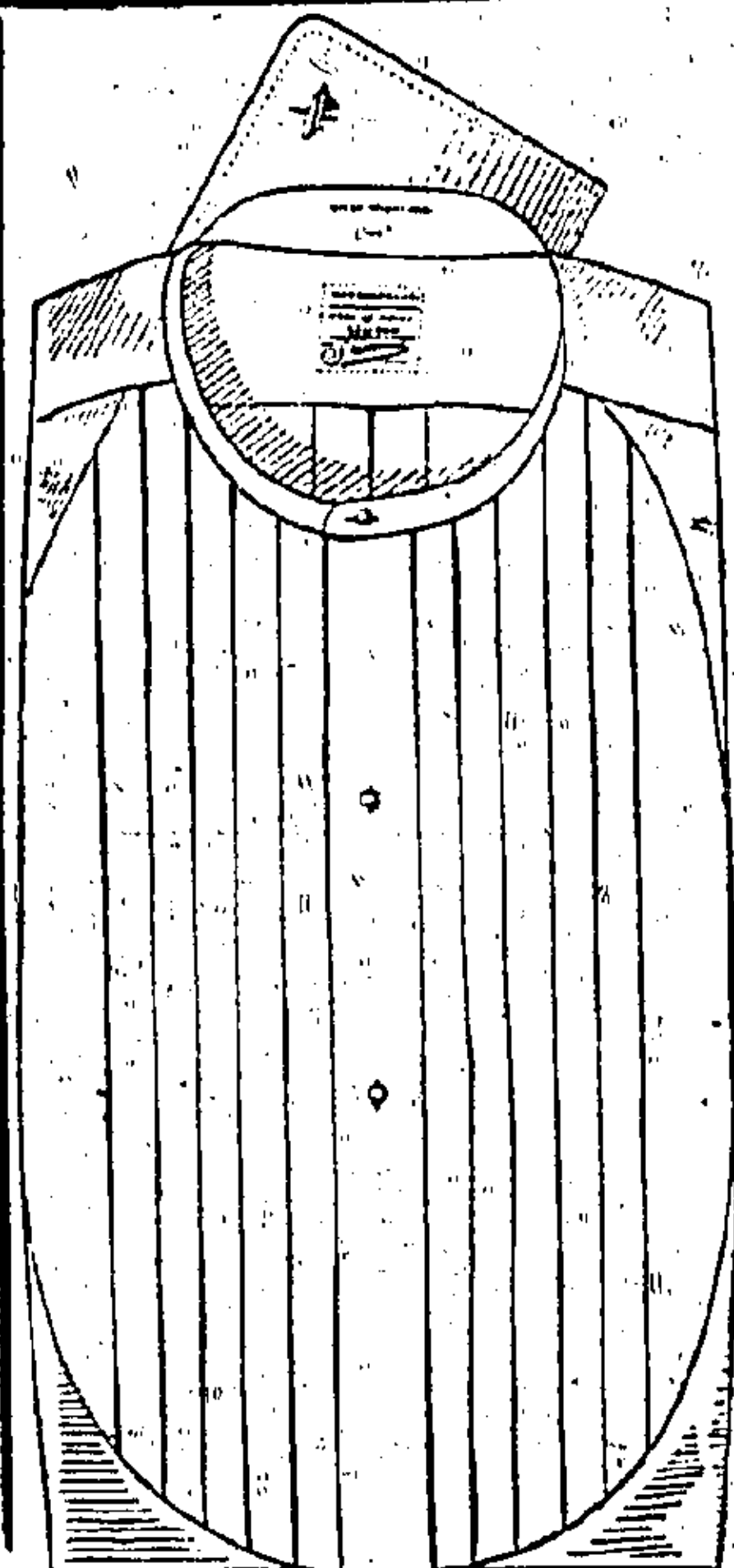


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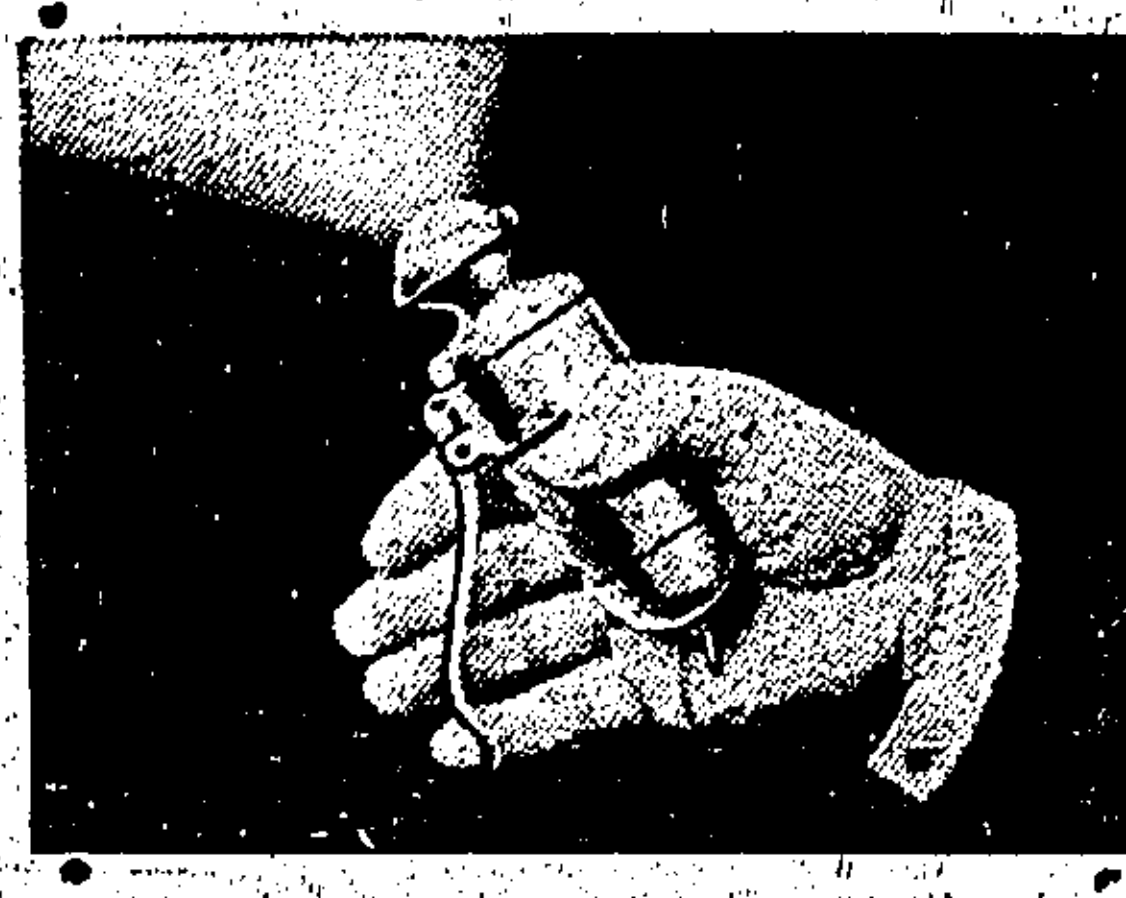
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TUCHUNISM AND A NATIONAL CONFERENCE.

SIR ROBERT HO TUNG'S PROPOSAL.

The *Peking and Tientsin Times* in a leading article, says:—

In an article published in this column over a month ago, under the caption "An Opportunity—and a Duty," we urged that a National Conference be called to complete the Constitution, reconstitute the Government of this country, and make a new start. We further suggested that there was no hope of any honest or unselfish effort in this direction under present conditions from the sources of all real power in China to-day, and that "an opportunity of real service to the country, which the foreign Powers would be criminally negligent to ignore." This very short and logical proposal was developed in considerable detail in a subsequent article in the series on "The Chaos in China." We are gratified to find that so influential a figure as Sir Robert Ho Tung supported such a scheme in principle. Sir Robert does not go so far as we do on this point, however. We advocated not only that the Powers should formally demand that the warring Tuchuns and discordant politicians, should go into Conference, with representatives of the merchant gentry, but that they be provided with a set of terms, which he outlined; and, further, that the Customs Surtax Conference be held simultaneously, and its scope enlarged, in order that it might be able to make recommendations to the respective Governments of the assistance that might most usefully and properly be rendered to a Constitutional and Coalition Government, the formation of which would be one of the tasks of the Chinese Conference.

Sir Robert Ho Tung is rather vague as to the form of foreign initiative, and as to the part which the foreign Powers should play in the development of that initiative. It is not quite clear whether his idea is that formal advice should be tendered to suitable quarters, to be taken or left—incidentally involving the risk of a rebuff which would illustrate rather too painfully the alarming erosion of foreign influence and the growing irresponsibility of the dominant political and military cliques—or whether it should be accompanied by a warning that a refusal would entail certain consequences, such as we have previously suggested. In view of the deplorable divergence of view which must be deduced from the delay in the presentation of the demands in connection with the Lincheng outrage, it is perhaps too much to hope that the more drastic of these measures will prove practicable. But the very least that should be done is formally to notify the Chinese that the foreign Powers are tired of trying to do business with a Government that cannot govern and is without power, and are determined no longer to give official recognition to the illegality which have been perpetrated ever since the Republic. That is surely the smallest tribute we may pay to our self-respect, as well as an act of elementary wisdom. We do not believe that this would be sufficient and that while it would be of some influence in the North it might even encourage intransigence in the South, though the definite enunciation of the principle that no sectional Government, whatever would be recognized as the sovereign power of the State might check such a tendency. When Canton demands the withdrawal of the Powers' recognition of Peking, it does so partly with the hope that it might gain the coveted distinction itself. It does not appear to us desirable, or as calculated to contribute to the successful issue of a Conference of Chinese interests, that the foreign Powers should have any active part in the discussions, or even be present. We can play our part in the enlarged Customs Surtax Conference.

The Chinese Conference, after all would deal largely in the most sordid details. One of the valued correspondents whose letters we publish in this issue urges the rigorous exclusion of the Tuchuns from the National Conference. However desirable it may be, it is certain not only that no Conference could succeed without their participation, but that it would fail if it did not make some solid concessions to their demands. It would be necessary to equate the power of the Tuchuns with the Constitution, or rather the reverse, but it would not be an extremely difficult task, nor would be it an entirely unfortunate compromise, so long as the principle of Provincial Autonomy carried the day and became inscribed in the Constitution. China is not going to sweep the Tuchuns off the scene like pawns from a chess-board, nor is she going to build a healthy public opinion—the sole source of civil rule—in a day or a generation. Provincial autonomy would supply the groundwork for the operation and growth of those influences which can alone meet surely develop an intelligent and active public interest in Governmental affairs. It is unfortunately necessary that the focus be first narrowed. It is entirely wrong to imagine that the populace of Tientsin are interested in the affairs of, say, Anhui. When so acute and so fundamental a problem as reunification can extort only a spasmodic and politically inspired interest on the part of those apathetic elements who should be capable of forming and propagating enlightened opinion, it is preposterous to talk of public opinion in the sense which it has acquired in more politically conscious and mature democracies. But Tientsin is interested in its own little affairs, and in any State public opinion must pass through evolutionary processes. The Republic was built in the air, and the foundations must be supplied stone by stone, if it is to be the master of its own destiny rather than the plaything of the present governing classes, who have but to open their mouths to blow it hither and thither. China cannot develop from the top downwards. She must go through enormous Provincial travail first, and there is no possibility of estimating how long that period will be if the foreign Powers shrink from what is no less a humanitarian duty than a task of self-defence. The Provincial Assemblies will doubtless reproduce the venality, the unseemly partisan squabbles, and the follies of the so-called National

Parliament in Peking, as they grow more and more disposed to challenge the authority of the nominated Governor, or serve the interests of elective candidates.

Public conscience, like public opinion, is a plant of exceedingly slow growth, and even when it has gained maturity of judgment and purity of morality, it will have to fight hard to make itself the effective force. Even in the case of foreign communities, it is always local issues that most consistently and deeply excite public opinion. That is a necessary graduation, and the Chinese will have to pass through it before there can ever be strong national convictions on domestic subjects. It is highly improbable that any arrangement at a National Conference could be effective without a compromise on the power of the Tuchuns. The transplanting of Western ideals and traditions of Government is the achievement not of a decade, but of generations. It may be necessary to acknowledge the realities to such an extent as to perpetuate the power of the military satraps within their own provinces. They may be given any title that the resources of a singularly adaptable language can supply, of which the Republic has already given sufficient testimony. From Tientsin to Tientsin and from Tientsin to Tientsin are examples within easy reach of memory. It is safe to say that the direct orders of the Central Government, part merely of a war machine, and isolated from administrative rights, with the ready acquisition of funds, which such prerogatives allow. We have to face facts, and not indulge in idle fancies. If the Tuchuns are to be persuaded to disband their troops, it will only be on terms which will not translate them from powers to puppets. But it is not impossible to suit their less unreasonable demands and at the same time contribute to the fundamental needs of the nation. What is the secret of Shansi's outstanding progress and prosperity? It is a Military Governor who has governed that province with such conspicuous success, and while some of the Tuchuns are undoubtedly men of infinitely less moral worth, many of them would quite conceivably have achieved a similar distinction were they so circumstanced. The secret of Yen Shih-shan's success lies not alone in the fact that his province is remote from the political centres of strife and dissension, but that he has been proof against the temptations of greater power; that he has not dabbled in national politics, and has been content to administer his own province. He has not created swollen armies because he has no external purpose to serve, and because he is not menaced by rival forces.

The Tuchuns as we have come to know him is partly at least the victim of circumstances, though not wholly so by any means. The foils in which he is caught are, it is true, of his own creation. Most of them are ceaselessly preoccupied in the maintenance of their position against the challenge of their neighbours, and the alliances they form are impelled by the same impulse. Few of them look longingly on higher positions. The first problem that must be solved is to limit, in the few instances where complete suppression is impracticable, the national usurpations of the Military. If it becomes necessary to concede them a large measure of provincial authority, it must be done. There is no more hopeless ideal than their complete eviction from power. It is in its national exercises that the Tuchun system has proved the greatest bane. Because it is a mushroom growth, Tuchunism is none the less sturdy in relation to the other and weaker forces which have struggled to life beneath the prematurely-born Republic. The National Conference, if it is to be successful, will have to recognize realities. Its task will be in the ultimate analysis the distribution of offices and power in the provinces as well as in the capital, and its main problem will be to induce the Tuchuns to be content with some measure of local authority, to lop off the tentacles that restlessly search beyond the provincial boundaries, and provide the essential basis for disbandment and for the foundation of operative public opinion. The provinces may never in our time be able to unite solidly for or against the Central Government on any important issue. But each province will find it not beyond its capacity to exercise an ever increasing control upon the provincial authority, and build up from that step by step.

VOLCANIC ISLANDS GONE.

P. & O. STEAMER "MALWA" — STRANGE DISCOVERY.

While the P. & O. Company's steamer *Malwa* was on her run down to Singapore from Hongkong, says the *Straits Times*, she passed in the vicinity where two of the volcanic islands were recently formed in the China Sea, off the coast of Indo-China. It will be recalled that a Japanese vessel first reported the presence of the islands and, in fact, brought to Singapore several excellent photographs of the unique phenomenon, showing flames and heavy clouds of smoke rising into the air from an almost unbroken sea followed by the appearance of land. Subsequently, H.M.S. *Argo* proceeded and the Officer Commanding reported the presence of two volcanic islands, the first in latitude 10deg. N. and longitude 10deg. E. and the second, a foot high, in latitude 10deg. N. and longitude 10deg. E. It was also discovered there was a shoal in close proximity with the 12 fathoms over it. When the *Malwa* passed in the neighbourhood a few days ago it was found that the islands had disappeared and that only ruffled shoal water was to be seen. The matter was reported to the Master Attendant as soon as the steamer reached this port.

CONFIRMED BY "TANDA." A wireless message at the Master Attendant's office received from the master of the *Tanda* states: "Steamer *Tanda* passed at 3.30 p.m. 14th, in the vicinity of the new island which was formed recently in Lat. 10.10 N., Long. 100.00.20 E. This island has now disappeared. Breakers were observed over the above position and volcanic activity is apparently taking place there."

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THE TYPHOON.

TRAFFIC BETWEEN HONGKONG AND KOWLOON AT A STANDSTILL.

The forecast made by the Director of the Royal Observatory, Mr. T. F. Claxton, last Monday, that we should have another typhoon blow this week-end has proved to be correct. On Thursday about the fifth hour the No. 2 typhoon signal (black) was hoisted, and in the afternoon indications were given on the harbour that shipping men, from the reported position of the typhoon and the direction in which it was moving, had begun to apprehend that it did not actually strike the Colony it would come very close to it. Ferry boats had their awnings furled, and the shipping in port sought the sheltered places. The *Empress of Canada* moved from her pier into Kowloon Bay to weather the storm.

The wind throughout the night was moderately high, but early yesterday morning the No. 6 signal was hoisted, indicating that the gale was expected to increase, and when the Kowloon residents made their way to the Star Ferry wharf they were surprised to find the blue flag flying, which is the means of announcing that no ferries are running. Intending passengers on the Hong-kong side were greeted similarly, though in this case, of course, Chinese were the chief sufferers, since comparatively few Europeans cross over to Kowloon at that time of the day.

At 9 a.m. there was an exceptionally high tide in the Harbour. It came to within a foot of the top of the sea-wall at the Kowloon Peninsula Point. Looking across the Harbour from Kowloon, it was evident that the Peninsula was getting the worst of the swell; huge white-crested waves rolled up from the direction of Stonecutters' Island and West Point and spent their force against the Star Ferry Pier and the wharves in front of the godowns. Round the Point, past Holt's wharf, comparatively few "white horses" were to be seen, and in the distance a Star Ferry boat was observed crossing Hung Hom Bay.

Large numbers of people had collected in the vicinity of the Ferry Wharf, unaware until they arrived that the ferries were not running, and they lingered in the wind and rain to watch the waves breaking over the sea-wall. Several of the floor planks of the Star Ferry wharf had been lifted out of position by the swell. At the Police Pier waves came over with great force, breaking over the stage and forcing their way between the landing-stage and the sea-wall, carrying away the wooden steps. The waves rose at times to a height of several feet, now and again spray reached right up to the roof. The Kowloon Wharf frontage was continually being washed with rollers, and the front was under water for most of the time to a depth of from six to nine inches. The only vessel remaining at the wharves was the P. & O. liner *Macedonia*, and she appeared to be very steady. About a hundred yards from her bows floated a buoy, which had apparently broken away from its mooring.

Ashore there was very little or on wind of any considerable force until the afternoon when it brought down again the hoarding surrounding the Peninsula Hotel site, and did a good deal of damage to trees.

A visit to the Observatory found the staff hard at work on charts and weather forecasts. Mr. Claxton, the Director, spared a few moments to give a representative of the *Daily Press* a little information regarding the typhoon. He said that at 9 a.m. the typhoon was passing some ten miles to the East of Waglan Lighthouse in a W.N.W. direction. "It will probably pass Hongkong a little to the North within a few hours," he remarked.

Asked if there was any danger of its striking the Colony, Mr. Claxton said he was not then prepared to state. "We may get some heavy squalls later on from the South-west," he said, "unless it fills up rapidly." "The reason," he continued, "why we have not had much wind at Kowloon is that we are protected by the hills to the North of us, and the hills of Hongkong."

The barometer readings at nine o'clock yesterday morning were:

At the Observatory, barom. 29.01; wind W.N.W.; force, 4.

At Gap Rock, barom. 29.14; wind, W.N.W.; force, 3.

At Waglan, barom. 28.89; wind, W.N.W.; force, 12. (This is typhoon force).

The No. 6 typhoon signal was up throughout the day.

FOOD SUPPLIES CUT OFF.

Both Kowloon and the Island have suffered in the matter of food supplies, though Hongkong only slightly. Kowloon was deprived yesterday of its bread, milk, and meat (to say nothing of its morning newspapers), all of which it draws from the Island. Numerous baskets of vegetables were lying near the Police pier during the day waiting to be sent over to Hongkong. They waited in vain, however, for the ferries did not run during the morning or afternoon. Two of the early ferries had made the attempt, but as they were unable to get alongside the wharf at Kowloon the service had to be suspended. By these early ferries much of Kowloon's food supplies is transported. In an attempt to land a crate containing a hundred bottles of milk belonging to the Dairy Farm, a goods had a narrow escape from being drowned and the crate and its contents went to the bottom of the harbour. The Star ferries were able to resume running at 6.30 and maintained a quarter-hour service during the rest of evening.

ON THE ISLAND.

Hongkong did not altogether escape the fury of the elements. Early in the morning, when the tide was so high, big waves dashed over the Praya East, drenching all who were unfortunate enough to be within reach. Occasional rickshaws were soaked with sea-water, and so were the passengers. On the lower levels the damage was not heavy, and, with the exception of a few small match-sheds which were blown down, no great harm was done. The tennis courts at the Craigieover Club were partially flooded, and one was entirely submerged during the greater part of the day. The baseball grandstand at the Valley was unfortunate, as usual. The first typhoon of the season wrecked it, and just as the workmen had half-finished rebuilding it, the typhoon of last week-end destroyed much of their work again. Yesterday the weather completed the destruction. Fortunately, the tram service was not seriously interfered with, and chairs and rickshaws continued to ply for hire throughout the day. The city had a strangely deserted appearance owing to the absence of many Kowloon people employed on the Island.

Chinese, business, in particular, was hard hit by the weather. Most of the larger Chinese business firms in West Point, and a few in the more central portion of the City, closed their doors for the greater part of the day.

The Nam Pak Hong firm, West Point, is reported to have been closed all day. The hoarding surrounding the old Wiseman site was blown down, and a large tree was uprooted by the wind near the Royal Naval Yard. Minor damage has been suffered by practically every wharf in a westerly direction from the Hongkong, Canton, and Macao Steamship Company's wharf. Most of these were empty, the river boats having sought shelter. There were no sailings either to Canton or to Macao during the day.

By two o'clock in the afternoon Hongkong was out of all danger of being struck by the typhoon. By that hour the typhoon had passed well to the North of the Colony, the barometer was rising steadily, and the seas were subsiding a little. Squalls of decreasing force were expected during the night from the south-west.

TYPHOON FILLS UP.

The Observatory at 7 o'clock reported that the typhoon had filled up to the N.W. of Hongkong; the barometer, which was rising, reading 29.35; direction of wind, South; force of wind, No. 7.

The highest wind velocity in Hongkong was 80 miles per hour, between 2.30 and 3 p.m.

Communication with Waglan Lighthouse is interrupted.

Many inches of rain must have fallen during the past thirty-six hours.

A GALLANT RESCUE BY EUROPEANS.

A sensational rescue from drowning was one of the features of yesterday's heavy typhoon weather. At about eleven o'clock in the morning an alarm was raised to the effect that two people had jumped into the sea from the Hongkong, Canton, and Macao S.S. Co.'s wharf, near the Harbour Office.

Chief Preventive Officer Clarke, of the Imports and Exports Department, and Mr. W. H. Edley were near by and they hastened to the spot. Undeterred by the danger of being dashed against the iron struts supporting the pier, they gallantly plunged into the water and, after a hard struggle, brought to shore a man and a woman, who later proved to be husband and wife.

The woman died on the wharf before the ambulance arrived, but the man survived and begged to be allowed to renew his attempt at suicide. The couple are believed to have come down from Canton the night before.

Mr. Edley has been prominently identified with typhoon rescues in the past.

COMPANY MEETINGS.

SHELL TRANSPORT AND TRADING CO., LTD.

GENERAL SURVEY OF THE POSITION. DEVELOPMENT OF FRESH RESOURCES.

The annual general meeting of the "Shell" Transport and Trading Co., Ltd., was held on June 27th, at the Cannon-street Hotel, E.C.4, the Hon. Walter H. Samuel, M.C. (the chairman), presiding.

The Chairman said: It is a matter of regret to your directors, no less than it doubtless is to you as shareholders, that the figure carried to profit has again shown a decrease. In due course I shall endeavour to explain that this decrease is due to world-wide economic factors, and that, in relation to the oil trade of the world, the group of which your company forms part still retains its great position. There is an actual credit to profit and loss of £7,007,898, as against £7,364,981 for the previous year. The earnings of the company, with the exception of the interest account, are derived from holdings in other companies, and this dividend, as previously, is paid without touching our reserves, except a small amount deducted from the carry-forward, due to certain small dividends not reaching us in time to be included in the profit and loss account. From this credit there have to be deducted £100,000 for stamp duty on the issue of Second Preference shares made during the year under review, and £104,813 for the expenses of issue. It is a matter for congratulation that these items are not likely to recur for a considerable period, and that the company has now over 10,000,000 Ordinary shares and 5,000,000 Second Preference shares of £1 each unissued, the whole of which unissued capital stamp duty has been paid and written off. While on the subject of unissued capital I should like to still the voice of rumour by saying that it is in the highest degree unlikely that any fresh issue of either class of capital will be made in the near future. (Cheers.)

In the balance-sheet you will see under property account, the large figure of nearly £20,500,000 sterling. It has not been our habit in the past, nor will it be a precedent for the future, to give details; but, as so many rumours have been current on this subject, I should like to give you the facts. The chief amounts under this heading are:

Shares in Anglo-Saxon Petroleum Co., Ltd. 6,400,000
Shares in Asiatic Petroleum Co., Ltd. 21,400,000
Shares in Bataafsche Petroleum Maatschappij 20,500,000
Shares in Shell-Union Oil Corporation 21,800,000

leaving the whole of the rest of our assets, including our Mexican Eagle shares, the Sarawak Company, our French, Italian, Swiss, and Scandinavian Companies together, at the sum of about £1,250,000. The shares in the first three companies I have mentioned are booked at par or under, and the Shell-Union shares at about 30 per cent. of their to-day's market value.

I think I have now dealt with the main features of the balance-sheet and profit and loss account, and will explain to you why the reduced dividend does not afford any accurate indication of the state of your company's prosperity. I would found my thesis on an extract from your then chairman's speech in 1919. He said "It cannot be too clearly understood that the great bulk of our profits is made outside the United Kingdom, and, indeed, outside the British Empire." We would supplement that by stating that, contrary to the general opinion, only about 10 per cent. of our total trade is done in this country. For about 90 per cent. of our trade we are, therefore, dependent on payment in foreign currencies. In 1920, for which year we paid 35 per cent. of the £ sterling stood at about 70 per cent. of its par value in gold; in 1921, at 80 per cent.; and in 1922, roughly at 90 per cent. This continued appreciation of the £ sterling has resulted in the remittances from abroad producing far less than the figure in sterling that similar remittances would have produced in past years. In addition to this, prices of oil products all over the world have fallen considerably, due to numerous other reasons, to the great competition caused by the enormous increase in Californian production. We forewarn and warned you of this fall, and stated that it was only in increased trade on our part that we should be able to find compensation. It is some satisfaction to us to be able to state that we have been able to increase our trade, and that, moreover, that trade is still increasing, and we hope will continue to increase.

CRUDE OIL PRODUCTION.

To give you some idea of what has been achieved, I should like to give you some figures as to our crude oil production. In Sarawak our production increased during 1922 by over 100 per cent., reaching over 400,000 tons for the year, and it has been an added source of satisfaction to have been able to develop this great asset to the Empire, in that the Rajah and Government officials of Sarawak have always extended to us the greatest consideration and help. (Cheers.) I wish I could say the same of Rumania, though in spite of adverse conditions and Government restrictions, we have increased our production by 22 per cent., due in the main to a few large gushers. In Mexico on our own Corona territory, we have increased our production from 1,948,000 tons in 1921 to 2,645,000 tons. The production in Venezuela has increased from 241,000 tons to 350,000 tons, in the Mid-Continent of the United States of America from 541,000 tons to 913,000, and in California—where our associated company, the Shell-Union Oil Corporation, has been extraordinarily successful—from 700,000 tons to 1,773,000, an increase of over 150 per cent. (Cheers.) In all the fields I have mentioned our group holds the whole or the greater part of the capital. These figures are taken as at the end of 1922,

but since then we have made further progress, and at the present time the production of what I may call our group companies is at the rate of some 10,000,000 tons per annum. Neither the Mexican Eagle nor the United British Oilfields of Trinidad figures are included, as in neither of these companies have we or have we ever had, a majority of the capital.

All this enormous quantity of oil could not be sold without the very complete distribution and refinery system which we have been continuously building, enlarging, and strengthening during the past thirty years. We control about 1,300,000 tons of oil-carrying ocean-going tonnage, all fully employed, a constantly increasing fleet of river tank-vessels, and several thousand railway tank-cars of ten to thirty tons capacity each. This enormous organization would be a source of weakness rather than of strength if we were relying on one source of production only, but our production and our distribution have always advanced hand in hand, and we have always been able to market all we produce. To-day we can supply oil fuel in all the leading ports of the world with the same facility and certainty as we can supply Shell petrol to the motorists in Great Britain. We endeavour all the time to broaden our markets, and during the last year greatly extended our sales of lubricating oil, while the sale of our road-making materials, Mexphalte and Spramex, already runs into surprisingly large figures. The high quality of all our products is so well known that I need not detain you by enlarging thereon.

We have been attacked in certain newspapers for our action in purchasing oil from Arco. In the summer of 1922 we joined in an arrangement among the principal former owners of Russian petroleum properties, whereby all agreed that no individual would accept territory formerly belonging to another. We never agreed to a boycott of Russian oil. On the contrary, we always reserved our liberty to buy Russian products which, as a matter of fact, largely originated from our former fields of State lands. We always considered the boycott economically unsound, and as has been proved since, there have always been parties, outside the former owners, ready and anxious to buy on their own terms while others stood aloof. We have made no contract to purchase the whole output of Russia, and we have merely purchased such quantities as suited our trade position, as and when such quantities were offered on the open market, where we were by no means the only buyers. (Cheers.)

There is a mistaken notion that our group hold a controlling shareholding in interest in the Mexican Eagle Company. This has never been the case. Some few years ago the Bataafsche Company took over the management of the Mexican Eagle. At the same time the Royal Dutch and Shell Companies each acquired a considerable holding in that company. That holding is still the same as it was two years ago. As I have already mentioned, it is a very small percentage of our total assets, and the diminished profits of the Mexican Eagle Company have not affected our dividends to the extent of 1 per cent. That those profits have diminished is due to natural causes, for the reserve production, of which much was expected, has so far proved frankly disappointing. We have, however, a source of supply ready at hand to take if necessary the place of Mexico, in Venezuela, where, as a result of several years' work, we have acquired very large holdings of great promise, in addition to our interest in the Venezuela Oil Company, which company, as you doubtless have seen in the Press, brought in a well with an estimated production of 90,000 barrels a day. (Cheers.)

Many of you may feel dissatisfaction at the results of the past year's working, but, to me the present position of your company and its associates brings that confidence which can only be brought by things tangible. We are to-day independent of all. We have ample production derived from many sources; we have our own refineries, our own ships, our own tanks, our own pipelines. We have an experienced and trusted staff, imbued with loyalty to the group and its sound traditions. Last, but not least, "we've got the money too." This company's prosperity is not a matter of last year's dividend, or next year's dividend, or this year's dividend. We are a unit—a large unit, if you please—in the general prosperity of the world in which and from which we derive our earnings. I have much pleasure in moving the adoption of the balance-sheet and report. (Cheers.)

Sir Henri W. A. Deterding, K.B.E., seconded the resolution, which, after a brief discussion, was carried unanimously.

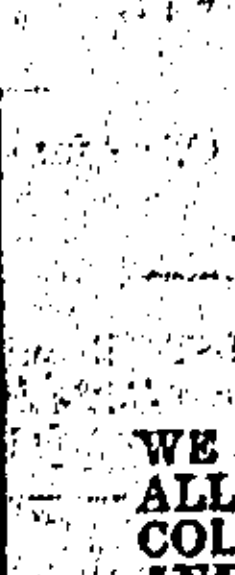
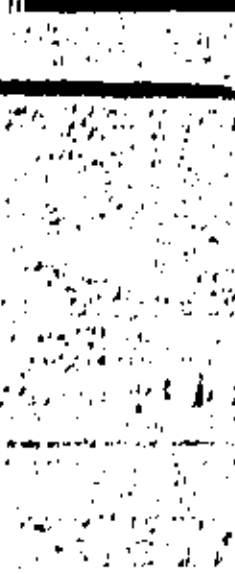
The United States Consul at Bangkok, Mr. Maurice P. Dunlap, notes a record export of rice from Siam in March, valued at 16,000,000 ticals. Shipments from December to March, inclusive, totalled 503,990 tons, against 491,000 tons a year previous. The available surplus for export for 1923 is estimated at 1,400,000 tons. Of the March exports, 5 per cent., or 164,000 tons, was shipped to Hongkong and China, 30 per cent. to British Malaya, 8 to Europe, 5 to Japan, and 2 to Netherlands India.

Mrs. Kitty Ren, of Shanghai, who some time ago sued the American Drug Company of that port for injuries sustained as a result of using a shampoo sold by the defendant company, and claimed \$20,000 damages, was awarded Tls. 4,000 and costs by Judge Lohinger who delivered his judgment last week. The judgment referred to damages compensation in the American Courts for scars which would be a permanent disfigurement, and said: "Under the evidence in this case that alkali would destroy the epidermis, it is hardly to be doubted that the loss would be permanent and this, coupled with the disfigurement shown by various witnesses would seem to afford for a young and active woman like plaintiff, a disfigurement no less distressing than the sore in the two cases above cited. Moreover, by the weight of authority, it is proper to allow damages for the mental suffering caused by the contemplation and realization of such disfigurement."

VIOLET PREPARATIONS

FROM

THE VIOLET NURSERIES, HENFIELD, SUSSEX.



ENGLISH VIOLET

Bath Salts	per bot.	\$1.10
Mouth Wash	box	450
Shampoo Powders	box	1.60
Toilet Soap	box	2.50
Dental Cream	tube	1.10
Papier Violette	pkt.	.80
Hair Wash	bot.	3.80
Toilet Foam	box	1.50
Velvet Cream	box	1.50
Sunburn Powder, Solid	box	1.50
Talcum Powder	tin	1.50
Bath Crystals	box	1.10
Brilliantine	bot.	1.50
Extract of Violet	box	3.50
Perfume	per bot.	4.00 & 6.00
OLD ENGLISH LAVENDER		
Lavender Water	per bot.	3.50
"	"	6.50
Toilet Soap	box	2.50

The Preparations made at Henfield Farm, Sussex, have an Indescribable Sweetness of their own.

THE LADIES FIELD.

LANE, CRAWFORD, LTD.

NEW STOCK

STEEL GUITARS.

UKULELES.

STRINGS.

CASES.

TUTORS.

THIMBLES, NUTS, Etc.

ANDERSON'S

2, QUEEN'S BUILDINGS.

TEL. C. 1332.

Powell & Co.
TELEPHONE C. 343.

COTTON VOILES

PLAIN AND FANCY

40" WIDE FROM \$1.50 Yd.

EMBROIDERED VOILES

HEMSTITCHED AND SCALLOPPED

45" WIDE FROM \$5.75 Yd.

ORGANDIES

PLAIN COLOURS

44" WIDE FROM \$1.75 Yd.

WE HAVE JUST RECEIVED A SMALL SELECTION OF ALLOVER EMBROIDERED ORGANDIE IN VERY Dainty COLOURS. THESE MAKE EXCEPTIONALLY PRETTY FROCKS AND WAISTERS.

PATTERNS GLADLY SENT UPON REQUEST.

NEW ADVERTISEMENTS

NOTICE

HONGKONG SHAREBROKERS' ASSOCIATION.

OWING to Weather Conditions, the JULY SETTLEMENT is POSTPONED till MONDAY 30th INST., and until such date no OFFICIAL QUOTATIONS will be issued. By Order of the Committee, J. W. KEW, Secretary.

[1107]

HONGKONG STOCK EXCHANGE.

OWING to Weather Conditions the JULY SETTLEMENT is POSTPONED till MONDAY 30th INST., and until such date no OFFICIAL QUOTATIONS will be issued. By Order, P. FOSTER, Secretary.

[1108]

INDIAN RECREATION CLUB

OWING to the Wet Weather, the "AT HOME" fixed for TO-DAY, is now POSTPONED until SATURDAY, 29th AUGUST, 1923. D. RUMJAHN, Hon. Secretary.

[1109]

PEAK CLUB.

NOTICE

THE BAND NIGHT advertised for THIS EVENING has been CANCELLED owing to the Typhoon. E. B. C. HORNEILL, Hon. Secretary.

[1111]

HONGKONG VOLUNTEER DEFENCE CORPS.

MOUNTED INFANTRY SECTION.

THE Orders to Shoot PART I of the MUSKETRY COURSE on SUNDAY, 29th JULY are hereby CANCELLED. [1110]

THE HONGKONG STEEL FOUNDRY CO., LTD.

(In Voluntary Liquidation.)

NOTICE IS HEREBY GIVEN that in pursuance of Section 151 of the Companies Ordinance, 1911, a MEETING of CREDITORS will be held at the Office of the Liquidator, CHARTERED BANK BUILDING, on MONDAY, the 30th DAY OF JULY, 1923, at 12 o'clock Noon for the purpose provided for in the said Section. A. R. LOWE, Joint Liquidator.

[1114]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"NANERICK"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July, 1923, will be subject to rent. All claims against the Steamer must be presented to the Underwriter on or before 7th August, 1923, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, 1923, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

[1102]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "MACEDONIA"

ARRIVED HONGKONG on 26th JULY, 1923.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, PORTSAID, ADEN, BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by this above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed. Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer. Goods not cleared within 8 days, including date of arrival will be subject to rent. No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

[1105]

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 28th July, 1923.

INTIMATIONS

NOTICES TO PUBLIC

"SARPEDON" @ U.K. ARRIVED 8.7.23.

NOTICE IS HEREBY GIVEN that Original Countersigned Bill of Lading No. 52 covering Shipment of S COX No. 1 F 118

1 Case VELVET is said to have been LOST and is therefore declared null and void. BUTTERFIELD & SWIRE, Agents.

O.S.S. Co., Ltd., & C.M.S.N. Co., Ltd.

[1101]

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the Six Months ending 30th June, 1923, will be PAYABLE on WEDNESDAY, 28th AUGUST, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 26th July, to Wednesday, 8th August (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Board of Directors, JOHN ARNOLD, Secretary.

Hongkong, 10th July, 1923. [1050]

HONGKONG SMALL INVESTORS' SHARE AND LAND BROKERS.

No. 8, Des Vaux Road, 3rd Floor.

Telephone No. C. 4306. [107]

FOR SALE

5,000 FEET OF STEEL CABLE in Good Condition 3 1/2 inches Circumference.

Apply to PEAK TRAMWAYS CO., LTD., Alexandra Buildings.

[1077]

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

[1110]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "PYRREUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 25th July.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 14th August, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th July, 1923. [1099]

BOWEN & CO.,

No. 8, MUSEUM ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWEN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS.

For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SAVAGE OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS.

FREIGHT BROKERS, METAL MERCHANTS.

Machinery For Sale, New and Old in First-Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS (Members Shanghai Share-Brokers Association).

SOLE AGENTS FOR CHINA—

GEM'S PATENT ANCHORS.

SAMUEL WALKER & CO., LTD. (Sheffield), High-Class Steel Manufacturers (Trade Brand).

Catalogues and Price-Lists on application.

(Enquiries Welcomed)

CABLE ADDRESS: BOWEN, Shanghai.

Codes: Bentley's, Scott's, A.B.C., 8th Edition and Improved.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Botes—X.E. XI. XS.

ENGLISH STENO-TYPIST Required.

Please apply to Box Y.A., c/o Daily Press Office. [1110]

TO LET—EUROPEAN FLATS in Lee Building, Wanchai Gap Road. Apply 185 Road Central—Advt.

[108]

INTIMATIONS

NOTICE OF REMOVAL

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 16th July, 1923.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Chater Road Hongkong.

BRANCHES: Shanghai—31, Kiangso Road. Hankow—British Consession.

CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swat w, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive rates for all kinds of Deposits. Inquiries are welcome.

T. H. MAI, Manager.

[1963]

THE AMERICAN EXPRESS CO., INCORPORATED.

HEAD OFFICE: NEW YORK CITY.

INTERNATIONAL BANKING-SHIPING-TRAVEL.

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT, DEPOSIT AND CURRENT ACCOUNTS.

FOREIGN EXCHANGE, LETTERS OF CREDIT, TRAVELERS CHEQUES, LETTERS OF CREDIT, STEAMSHIP PASSAGES, HOTEL RESERVATIONS, BAGGAGE INSURANCE.

CABLE AND POSTAL REMITTANCES, PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking Shipping and Travel Transaction.

P. J. VANHECKE, Manager.

RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID) ... 55,000,000 Roubles.

RESERVE FUND ... 25,500,000 Roubles.

CAPITAL CONTRIBUTED BY THE RUSSIAN GOVERNMENT ... 3,000,000 Roubles.

RESERVE FUND ... 1,750,000 Roubles.

HEAD OFFICE: Paris 9, Rue Bonaparte.

LONDON OFFICE: 64, Old Broad Street, E.C.2.

BRANCHES IN ASIA: Changchun, Hankow, Manchouli, Tientsin, Chiaoow, Harbin, Newchwang, Urumchi, Dairen, Hongkong, Peking, Yokohama, Hailar, Kaasgar, Shanghai.

HONGKONG BRANCH: Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.

R. A. RODGERS, Manager.

[537]

LONDON BUYING AGENTS

We offer you our services as buying agents for British or Continental goods. Established in 1844, but thoroughly up-to-date, our success is attained by making our customers' interests our first aim. Five expert buyers, with capable staff, manage different departments, buying with greatest care every class of goods giving our customers all the advantage of wide experience, and ensuring their requirements being brightly supplied at lowest prices and best discounts.

KEYMER, SON & CO., Whitefriars, London.

Telegrams "Keymer, London." Est. 1844.

FIEUZAL GLASSES

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves, hence the introduction of Fieuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare. Fieuzal lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road Central—Advt.

[108]

INTIMATION

JOHN DEWAR & SONS, LTD.

PERTH, SCOTLAND.

By Royal Appointment to His Majesty The King.

"WHITE LABEL"

FINEST SCOTCH WHISKY OF GREAT AGE.

AWARDED 50 GOLD AND PRIZE MEDALS.

THE VICTORIA VAT

The very finest old SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

SOLE AGENTS—

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants

PHONE 616.

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 28th, 1923.

THE LABOUR PARTY'S TROUBLE

The Labour Party last month was once again in the throes of the annual conference, and it is agreeable for all men of goodwill to take note of the fact that at the outset of the proceedings a proposal to admit the Communists to membership was rejected by a majority of nearly nine to one. The opinion of organised Labour, as represented by the Trade Union delegates, is that there is no political development desired by the workers of Great Britain that cannot be secured by Parliamentary action within the limits of the Constitution. As Mr. FRANK HODGKINS bluntly said, Russia has nothing in the domain of politics to teach the Democracies of Western Europe.

The Communists, who look to Moscow for guidance, have really been responsible for most of the troubles of the Labour Party in recent years. It is to the influence of the Communists that Great Britain owes the disastrous strikes on a national scale which have imposed a drag upon the wheels of industry, produced unemployment, and wantonly created hardship, and even privation, which have had to be borne by the very classes the "Red" apostles pretended to serve. It is good to know that the false prophets have been found out, and that they have been formally and decisively discarded before the world by the Labour Party.

No doubt the Labour Party leaders have been assisted to a decision, and those of their followers who were undecided have been converted by what has been happening during the last twelve months. The outstanding fact is that the policy and action of extremists in Trade Union lodges up and down the country—

the men who fomented strikes—have lost the Party 700,000 members during the year, and, in addition, cost the Party most of its regular funds. The annual report shows a total income of £51,721, and an expenditure of £70,789, thus reducing "the substantial balance" of £23,033, with which the year began, to the modest sum of £3,972.

The meaning of these figures is that 700,000 have resigned from the Unions because they are unable to see why they should pay a levy to maintain on strike-pay members of other Unions who have a quarrel with employers. Carpenters and joiners in Kent, or bricklayers in Dorset, or engineers in Coventry, resent having to contribute out of their weekly wages to bolster up dockers on the Clyde, or miners in Durham, who are out on strike on some question personal to the strikers or their local officials. There has furthermore, been a strong objection to have to pay into the fund for political propaganda. This is particularly repugnant to those Trade Unionists who are Conservatives. Hence the withdrawal from membership of nearly three-quarters of a million Trade Unionists in one year, with consequent loss of revenue to the Labour Party as a whole.

A MISSING LINK.

THE suspension of all traffic between the Island of Hongkong and the Kowloon Peninsula, yesterday, and the consequent disruption of business, owing to the boisterous weather, serves to remind us once again of the different projects which have been suggested from time to time for improving the means of communication between the city and its rapidly-growing suburb. These projects include a road, a bridge, a tunnel, and a new type of ferry. A road dividing the Harbour into two parts, was probably never very seriously entertained, and for obvious reasons. A bridge, however, was first advocated, we believe, by a former Harbour Master. In those days, when an overflowing Treasury such as we have now was undreamed of, the question of cost was an insuperable objection, and, of course, the need of better transport was not so keenly felt. A tunnel would, no doubt, be even more expensive than a bridge to construct, but it would possess the great advantage of being available in all weathers. After all, the question of cost has not deterred the Japanese Government from undertaking a similar project across the Straits of Shimonoseki, where already a far better ferry service was in operation than we can boast in this Colony. The cautious and conservative policy which characterises our local Government, however, does not encourage the hope that we are likely to see anything more ambitious attempted than the provision of an improved type of ferry, which may accelerate the journey across the Harbour and render it more comfortable in wet or cold weather, but will not remove the inconvenience from which business suffers whenever a typhoon threatens.

Owing to the typhoon several announcements appear among to-day's advertisements of events fixed for to-day being postponed.

Captain Palmer, Commodore of the P. and O., is retiring on the completion of nearly forty years' service, including twenty-one in command.

The only cases of notifiable disease reported in the Colony during the 24 hours ended on the 26th inst. were two Chinese cases of small-pox.

The total output of the Kailan Mining Administration's mines for the week ending July 14th, 1923, amounted to 62,005 tons and the sales to 53,087 tons.

The appointment of Surgeon-Lieutenant-Commander M. F. Hopson to the depot ship "Tamar," Hongkong, has been cancelled, and he will join the Royal Naval Barracks at Devonport instead.

The inquiry into the *Fee Hin Tai* ferry launch disaster which was to have been continued at the Harbour Office yesterday afternoon was postponed owing to some of the members and witnesses not being able to attend because of the weather.

"When you get to China, pay for a good language teacher, and don't keep him waiting in the kitchen, if you are late for your lesson," was the advice to young missionaries going out to China who wanted to learn Chinese and also get at the soul of the people, given by Dr. Cheng Ching-yi at the British Missionary Conference at Swanwick on June 22nd.

Mr. Hsin Chi Feng, the Chinese journalist, recently appointed a member of Information Section of the League of Nations, Geneva, has written a lengthy report on China and the League of Nations Opium Advisory Committee, particularly dealing with the successful work of Mr. Chao Hsin Chu, who represented China at the Opium Committee, with a view to arousing Chinese public opinion against the opium traffic. Mr. Feng is the only Chinese connected with the Secretariat of the League.

Sir Owen Seaman, one of the trustees of Stowe School, Buckinghamshire, presented to the school, on June 28th, an ancient Samurai sword. It was made over 1,100 years ago, and was long held in honour in a temple in Japan. Only two swords like it are said to exist. It was presented to the Agenda Club on its foundation in 1910 by the Japanese Ambassador, because he felt that the ideal of the club—to unite English gentlemen in the service of England—had much in common with the creed of the Samurai of Japan.

An amusing incident—to the onlookers, at least—occurred in Des Vaux Road Central, near the Central Market, during the heavy squalls yesterday afternoon. One of the Sanitary Authority's coolies was standing amongst the rubbish on a dustcart with a bucketful of rubbish poised over his shoulder, when a strong gust of wind and rain came along, and as he was standing on one leg only, he lost his balance, and fell off the cart into the road, followed by the bucketful of filth and a good deal more from the cart itself. Fortunately, he was unhurt.

The latest London papers contain announcements that the directors of the Eastern Extension Telegraph Co. have declared an interim dividend for the three months ended 31st March last of 5s. per share, payable, tax free, on 13th July, and the directors of the Eastern Telegraph Co. a dividend at the rate of 3s. p.a. per annum, less income-tax, on the preference stock, for the quarter ending 30th June, 1923, and a first quarterly interim dividend of 2s. p.a. on ordinary stock, free of income-tax, in respect of profits for year ending 31st December, 1923, both payable July 14th.

Some four hundred missionaries from all parts of the world, who are on furlough, were invited to meet the Archbishops of Canterbury and York at Church House, Westminster, on June 21st. Every missionary wore a distinguishing badge depending from a ribbon which by its colour indicated the part of the world in which its wearer worked. Blue, for example, denoted Asia, orange Africa, green America, and so forth. Some needed no distinguishing badge. Such were the Japanese ladies, one of whom was Mrs. Tobu, from Osaka, principal of the Woman's Theological College, who was accompanied by Miss Hughes, from Kobe.

Commander J. H. K. Clegg, O.B.E., has been appointed to the command of the river gunboat *Bee*, China Station, from August 8th, when he will proceed to Hongkong to relieve the present skipper of the *Bee*. Commander Clegg saw much service in the late war, and in addition to the usual medal, also received the Order of the British Empire. In addition to commanding the *Bee*—which is the "flag ship" of Rear-Admiral Anderson, the new Senior Naval Officer on the Yangtze—Commander Clegg will also discharge the duties of Chief of Staff to the rear-admiral. Rear-Admiral Anderson will shortly relieve Rear-Admiral MacLachlan as S.N.O. on the Chinese rivers.

Further information about the projected round the world flight by Portuguese aviators is that Admiral Gago Coutinho and Commander Saccadura Cabral, the two airmen who flew to Brazil last year, intend starting next spring. The voyage is to be divided into three stages: Lisbon to Japan, Japan to Newfoundland, Newfoundland to Lisbon, a different aeroplane being supplied for each stage. The total sea mileage is estimated at 10,500, and the route is to be from Lisbon via Creta, Aleppo, Delhi, Calcutta, Rangoon, Bangkok, Shanghai, Yokohama, Petropavlovsk, Dutch Harbour, Vancouver, Winnipeg, Quebec, Azores. The number of hours of actual flight is calculated at 280, but the flight is expected to occupy five months, crossing India in April and the Atlantic on the return journey in July or August. Commander Cabral considers that the total expense will be just under £20,000, and of this £20,000 is already forthcoming.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

IMPERIAL AIRSHIP POLICY.
AIRSHIP AS LONG AS THE
"MAURETANIA."

LONDON TO INDIA IN 100 HOURS.

LONDON, July 28th.

The revised airship scheme, which the Government has adopted in principle, provides for the preliminary construction of one five million cubic feet airship, as long as the *Mauretania*. The airship will be constructed at Belfast by a company with a capital of £400,000, of which the Government will provide £200,000. A second loan of a similar amount will be conditional on the airship journeying to India in a hundred hours.

A weekly service to India for three months will entitle the company to such a loan annually, and a three month's Government subsidy of £250,000 will be paid on the establishment of a bi-weekly service, in which six ships will be engaged.

The construction of the first airship capable of carrying 150 passengers and ten tons of mails, travelling at eighty miles an hour, will occupy a year and a half. It is hoped to do the journey to India in seventy-four hours, and the fare will be about £70 to £80. The airship will be capable of non-stop journeys of 2,500 miles.

The Government has reserved certain accommodation, and is empowered to take over the whole fleet in case of military necessity.

The capital of the company will be eventually increased to £3,000,000.

EARLIER CABLES.

BURNESY SCHEME ACCEPTED IN PRINCIPLE.

LONDON, July 28th.

The Government's Imperial Defence policy was announced by Sir Samuel Hoare in the House of Commons this afternoon.

Sir Samuel Hoare said that as a result of the reports of the Imperial Defence and the Imperial Shipping Committee, it had been decided to resume the development of airships, and to proceed, if possible, by means of a commercial service rather than State operations. The Government had accepted in principle the Burnesy Scheme, under which a bi-weekly service with six large airships to India would eventually be established.

Sir Samuel Hoare added that the administration of the Burnesy Scheme, as far as the matter of commercial aviation was concerned, would come under the Air Ministry.

Sir Samuel Hoare added that the administration of the Burnesy scheme so far as it was a matter of commercial aviation would come under the Air Ministry.

LATEST CABLES.

U.S. PRESIDENT IN CANADA.
GREETINGS FROM CANADA TO U.S.A.

OTTAWA, July 28th.

The Prime Minister of Canada telegraphed to the Minister of Public Works, who was representing the Government at the reception to President Harding, at Vancouver, as follows: "Heartiest greetings to President Harding, hoping that the international concord and goodwill of the new world may contain a note of helpfulness to the old world."

EARLIER CABLES.

Vancouver, July 28th. President Harding, in the course of a speech delivered here, commented on the fact that this was the first visit of an American President to Canada. He pointed to the century-old American-Canadian friendship, which proved to the European nations that the public will rather than the public force was the key to international peace.

President Harding advised the Canadians to guard against encouraging any enterprise looking to Canada's annexation by the United States. "Let us go our own gait along parallel roads, with your helping us and we helping you." Continuing, President Harding said: "The ancient bugaboo of the United States scheming to annex Canada disappeared years ago. Heaven knows we have all we can manage now and room to spare for another hundred millions before approaching the intensive stage in the existence of many European nations."

President Harding regretted that national industrial exigencies necessitated the limitation of immigration into the United States, but he drew attention to the fact that there was no quota from Canada, from which he said: "We would gladly welcome all of your sturdy and steady stock who care to come as a strengthening ingredient and influence."

Referring to the long period of North American peace, President Harding said that if only the European countries would heed the lesson of Canada and the United States, they would strike at the root of their disagreements, and in their own prosperity, forget to invade constantly at each other.

LATEST CABLES.

IMPERIAL ECONOMICS.

CROWN COLONY REPRESENTATION ON CONFERENCE.

LONDON, July 28th.

The *Daily Telegraph*, in a leader, criticises the Government for failing to provide special representation for the Crown Colonies on the Imperial Economic Conference, and suggests direct representation for groups of colonies. It urges the Government to reconsider the matter, and to rectify a serious mistake in Imperial policy.

SCHOONER'S PLUCKY CREW.
TURN THE TABLES ON THEIR
SOVIET CAPTORS.

NOME, July 28th.

The crew of the American schooner *Iskum*, who were in custody at East Cape, Siberia, on a charge of violating the Soviet commercial law, overpowered their guards and placed them in irons. They brought the schooner to Nome.

LEEDS CENTRAL BYE-ELECTION.

CONSERVATIVES RETAIN THE SEAT.

LONDON, July 27th.

The Leeds Central bye-election, which was necessitated owing to the death of the member, Mr. A. Willey (Conservative), resulted in Sir C. Wilson (Conservative) polling 13,065 votes. Sleaser (Socialist) polled 11,384 and Stone (Liberal) 3,021.

FEATHERWEIGHT CHAMPIONSHIP BATTLE.

FRENCHMAN OUTCLASSED.

NEW YORK, July 28th.

Each of the contestants for the world's feather-weight championship weighed 85 lbs.

Criqui was out-classed. Dundee winning every round. The crowd, numbering 50,000, was constantly in an uproar, a large part of them cheering the Frenchman.

Dundee's jumping-jack methods completely befuddled Criqui, who received severe punishment. In the first round, Dundee floored Criqui with a right to the jaw, and he took the count of nine.

Dundee twice floored the Frenchman in the second round.

Criqui fought gamely but poorly, and his blows were wild right through the fight. He landed a few good blows.

EARLIER CABLES.

New York, July 28th. Johnny Dundee defeated Eugene Criqui on points.

ANGLO-TURKISH ENTENTE?

INDIAN MUSLIMS AND THE LAUSANNE TREATY.

SIMLA, July 28th.

The Muslims of India, are rejoicing at the signature of the Lausanne Treaty.

Twenty-five Muslim members of the Legislature waited on the Viceroy to thank him and the Cabinet for their efforts in connection with the negotiations and hoped that peace would develop an Anglo-Turkish Entente. They also thanked Mr. Baldwin and Mr. Curzon.

The Viceroy, replying, hoped that peace would strengthen the former cordial Anglo-Turkish relations and trusted that the Indian Muslims' old traditions of loyalty and attachment to the Crown would shine forth with renewed vigour.

PORT OF LONDON DEVELOPMENT SCHEME.

LONDON, July 28th.

The Port of London Authority has drawn up a scheme of dock improvements and extensions involving an expenditure of £25,000,000.

The new Port of London Authority scheme includes making an entirely new dock to accommodate the biggest ship that is likely to be built and a landing stage 2,000 feet long.

DOCKERS' STRIKE.

LONDON, July 28th.

The situation at Tilbury docks continues to improve. Eleven hundred men are working, which is an increase of 400 since yesterday.

All the ships are being worked.

A small band of London strikers are picketing.

GERMAN MARK.

LONDON, July 28th.

German Marks again slumped and closed at over 3,500,000 to the sovereign.

GERMAN REPARATIONS.

PRIME MINISTER'S SPEECH AT GLASGOW.

LONDON, July 28th.

In the course of a speech at Glasgow, Mr. Bonar Law said that the kind of operation now proceeding in the Ruhr was exactly the same in international trade as if one inserted a penknife into the works of a watch. It was not so much that Great Britain had suffered, owing to the confusion in mid-Europe, but that she was beginning to suffer. There would be no reparations from anyone until some form of financial stability was obtainable in Germany. He was of the opinion that Russia was one of the largest potential markets in the world, to which they must look to absorb German exports, which would be represented by reparations. Otherwise, we would be faced with the keenest competition.

PROBLEM OF THE RUHR.
FRANCE AND BELGIUM TO CONTINUE PRESENT POLICY.

PARIS, July 28th.

On the completion of the Franco-Belgian exchange of views, it is semi-officially confirmed that France and Belgium will reply separately by Sunday or Monday, as certain aspects of the problem do not interest them to the same degree. It is declared, however, that both Cabinets are completely agreed upon reaffirming that it is impossible to negotiate with Germany before a cessation of passive resistance, and that the evacuation of the Ruhr cannot be considered until adequate payments have been made. It is added that M. Poincare has most willingly acceded to certain Belgian contentions.

A Cologne message says the continuous fall of the mark has created absolute chaos, and many undertakings have closed altogether.

BLOCKADE OF OCCUPIED AREAS RAISED.

BERLIN, July 28th.

A message from Dortmund states that the occupation authorities have announced that the blockade of the occupied areas was raised last night.

LAUSANNE CONFERENCE.

TURCO-AMERICAN TREATY.

LAUSANNE, July 28th.

According to information from American circles, good progress was made at yesterday's meeting of the experts with the text of the proposed Turco-American Treaty, but points of difference still exist between the American and the Turkish plenipotentiaries with regard to the nationalisation and war claims of Americans in Turkey, concerning which Ismet Pasha is awaiting instructions from Ankara.

DAVIS CUP TENNIS.

JAPAN VS. CANADA.

MONTREAL, July 28th.

In the opening round of the Davis Cup competition Shimidzu (Japan) defeated Crocken (Canada) 3/6, 9/7, 6/1 and 8/6.

Fukuda (Japan) defeated Renne (Canada) 6/2, 6/1 and 6/0.

COUNTRY CRICKET.

LONDON, July 28th.

At Manchester, Lancashire defeated Worcestershire by an innings and 31 runs.

DEBT REDEMPTION.

NEW SINKING FUND.

As a preliminary to commencing the Committee stage of the Finance Bill the House of Commons on June 11th agreed to a financial resolution embodying the Prime Minister's new Sinking Fund scheme for the redemption of the National Debt. Under this proposal a sum of £40,000,000 is to be set aside for the purpose this year, £45,000,000 next year, and in subsequent years £50,000,000 a year. In addition any surplus will, as formerly, automatically go to debt reduction. These sums are exclusive of the amounts payable under the American debt funding scheme. Mr. Lees-Smith, on behalf of the Labour party, described the amount devoted to debt reduction as absolutely inadequate. Assuming that the Sinking Fund were never raided, and that there were no fresh borrowings—both large assumptions—it would take, he said, 100 years to pay off the debt under the Government plan. The Labour party, with its love of capital, he hinted, was the only one that had a real debt policy.

Mr. Hilson Young, an ex-Financial Secretary to the Treasury, doubted the wisdom of making pledges far in advance. He thought the better plan would be to judge each year on its merits and pay off as much debt as possible in prosperous times. Mr. Asquith also objected to the House being committed in advance. The provision for the debt this year he considered adequate, but in future years much more might be done. Although it was impossible to bind future Parliaments, he deprecated the idea of limiting action in advance, even by way of an expression of opinion.

Sir W. Joynson-Hicks, the new Financial Secretary to the Treasury, pointed out that the object of the new Sinking Fund policy was to fix a minimum sum for debt redemption, which Parliament could increase at any time if circumstances permitted. The resolution was carried by 232 votes to 110.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI GUN RUNNING CHARGES.

SIX MORE FOREIGNERS ARRESTED.

SHANGHAI, July 27th.

The *China Press* learns that six more foreigners (two Italians, three Russians and one Serbian) have been arrested at Hsuehchow and brought to Shanghai for trial. They are charged with gun-running.

IMPORTANCE OF CHINA COTTON MARKET.

CROWN COLONY DEVELOPMENT SCHEMES IN HAND.

LONDON, July 28th.

In the House of Commons, in the course of the debate on the Board of Trade estimates, Rt. Hon. Sir A. Mond urged a more vigorous Empire development policy. He stressed the importance of the China market, especially for the cotton trade, and urged the Government to use its influence in order to secure more settled conditions in China. Sir Philip Lloyd Greame (President of the Board of Trade), in the course of his reply, said the Secretary for the State was working on Crown Colony development schemes. The Government firmly intended helping sound schemes.

THE KIDNAPPED BRITISH SUBJECT.

BRIGANDS DEMAND BIG RANSOM.

PEKING, July 27th.

Advices from Tientsin state that a telegram despatched from Likang to the Consul states that the brigands, with their captive, Mr. Weatherbe, are moving to Shihku. They demand \$100,000 ransom.

TROUBLE AT AMOY.

PEKING, July 27th.

It is unofficially reported that trouble has broken out at Amoy between the followers of General Tsang Chih Ping and General Wang Yung Chuan. It is also reported that the navy is siding with the former.

RADIO STATIONS IN JAPAN.

TOKYO, July 27th.

At a luncheon given by business men, the Premier announced the Government's decision to permit, under proper conditions, private companies to erect and operate international radio stations, and to subsidize the companies as occasion demanded.

EXTRA-TERRITORIALITY IN CHINA.

LONDON, July 28th.

In the House of Commons, Mr. Ronald McNeill, replying to Mr. Stockton, stated that the Powers were still considering the matter of holding a judicial conference on extra-territoriality in China. The suggestion that in the interests of China the British Government should prohibit Chinese agitators from taking sanctuary in international concessions was impracticable, owing to the difficulty of carrying out such a policy equitably and effectively.

DEAL IN DANGEROUS DRUGS.

LONDON, July 28th.

Frank Isaac Hibbert was fined £100 at the Mansion House Police Court for infringing the Dangerous Drugs Act by offering to procure 150 cases of opium for a Yokohama firm.

The Magistrate exonerated the defendant from anything suggesting illicit dealings or affecting his honour.

SITUATION IN SECHUAN.

PEKING, July 28th.

Reports from Sechuan indicate a slight recovery by the Northern forces.

The Kweichow troops, who were attacking Yang Sen, at Chungking, have been defeated and are in retreat. Chungking is reported to be quiet.

RECEPTION AT CHINESE FOREIGN OFFICE.

PEKING, July 28th.

The usual weekly reception of diplomats by the Waichiao, which had been discontinued for some time, owing to the absence of a Foreign Minister, was resumed yesterday.

The new Japanese Minister did not attend, as he has not yet presented his credentials. He is awaiting instructions from Tokyo whether he will present his credentials to the governing Cabinet or await the inauguration of a President.

PROTECTION OF FOREIGNERS.

DR. WELLINGTON KOO'S STATEMENT.

PEKING, July 28th.

Dr. Wellington Koo, addressing foreign correspondents at the Foreign Office, said China was passing through the critical period of transition, not only in the process of political development, but also because the country was making a great experiment in government. The republican form of government was being put to trial for the first time in Asia, and China had to feel her way along. Mistakes were inevitable, but China had not lost her faith in democracy, nor in her ability to solve her own problems. She hopes that the friendly Powers will not lose faith in her either. China asked the Powers to extend their sympathy and patience to her in the struggle to evolve a system of government conceived in a spirit of democracy, and possessing the essential elements of strength and stability.

PHILIPPINES DEMAND FOR INDEPENDENCE.

MANILA, July 28th.

Senor Quezon told Reuter's correspondent that, "in the resolution requesting Governor-General Wood's recall, there was no personal reflection upon Governor-General Wood. It is the belief of the Legislators that, in view of the present situation, it is humanly impossible for Governor-General Wood to act co-operatively with the Filipino members of the Government, and that President Harding should send a Governor-General who would work harmoniously with the Filipino people. If possible, the President should appoint a Filipino Governor-General."

It is authoritatively stated that the Democrats have no candidate for Senatorial election to fill the vacancy of Senator Guevara, who has gone to the United States as Resident Commissioner.

The Democrats leaders, to-night, passed a resolution requesting Senor Juan Sumulong, vice-president of Montinola, Governor of Iloilo, and the President of the Democratic party to resign, because of their failure to support the action of the members of the Cabinet who had resigned.

JAPANESE PRINCE ATTEMPTS ASCENT OF FUJI.

TOKYO, July 28th.

Considerable interest is being attached to the forthcoming expedition by the Prince Regent, who left Hayama this afternoon for Gotemba, at the foot of Mount Fujiyama, where he spends the night previous to attempting an ascent of the mountain to-morrow.

Starting at four o'clock in the morning, the Prince Regent will make the trip on horseback as far as possible, and afterwards on foot.

ASCENT MADE UNDER IDEAL CONDITIONS.

TOKYO, July 27th.

The Prince Regent made the ascent of Fujiyama this morning under ideal conditions. This is the first time a member of the Imperial family, as far as is recorded, has climbed the "peerless mountain."

The whole refrigerating industry of China, the *Shanghai Mercury* says, is likely to be reformed as a result of the efforts of a new company which it was decided to form at Shanghai last week after experiments had been made in the presence of a representative number of refrigerators of various nationalities, of a refrigerating machine, which freezes fish by means of brine solution, in place of the existing system of cold air. The company, which will have an initial capitalization of \$500,000, will be floated immediately, the entire capital to be in the hands of Chinese, and the company to be operated throughout China without foreign direction. It is proposed to open an early date to open a large freezing works in Shanghai where the new type of refrigerator, first invented in 1911 and finally brought to its present standard last year, will be installed.

HONGKONG WEEKLY SHARE REPORT.

Hongkong, July 27th, 1933.

Since our last report of the 20th inst., nothing of importance has occurred in the local market. Cements have been the medium of large business at the beginning of this week when active liquidation started, which became heavier towards the Settlement on account of weak holders.

The announcement of the Shanghai Cotton dividend was not altogether a surprise, and the market for Cotton shares generally has weakened in consequence.

Singapore Rubbers are quiet, and quotations are unchanged, according to cable advices received to-day.

Banks—Hongkong and Shanghai Bank, are on offer at \$1.20, but only in small quantities.

Marine and Fire Insurances.—Cantons are wanted at \$3.30, and Hongkong Firms at \$4.75, while Unions have buyers at \$2.25.

Shipping.—"Star" Ferries have been placed at \$3.30, and Hongkong, Canton and Macao Steamboats are in strong demand at \$4.1.

Sugars.—China Sugars have changed hands at \$2.10 for Cash and \$2.15 for September delivery.

Docks, Wharves and Godowns.—Whampoa Docks and Rowland Wharves continue on offer at \$1.50 and \$1.55 respectively. Shanghai Docks have been dealt in at prices ranging from \$1.50 to \$1.60.

Lands, Hotels and Buildings.—This section of the market has been quiet during the week, and prices are practically unchanged.

Oils and Mining.—"Shell" Transports are quoted in London at 65/- buyers, and Mexican Eagles at 17/-.

Electric Companies.—There is nothing of importance to report. Hongkong Trams have been sold at \$24.10, and there are small buyers at \$24.

Cotton Mills.—Shanghai Cottons, after coming to business at \$1.57, have receded and shares are offering at \$1.55. Ewo Mills have buyers at \$1.12 and Orientals can be placed at \$1.75.

Miscellaneous.—Cements have been dealt in as high as \$3.05 cash, but as reported above, the market fell away and on the eve of the Settlement shares can be obtained at \$2.95. China Providents have sellers at \$2.35. Dairy Farms at \$2.35, and Ropes at \$1.35. There are enquiries for Watsons at \$2.05, and Peak Trams at \$1.35.

Forward Settlement Days.—August 27th (Monday), September 27th (Thursday), and October 27th (Friday), 1933.

Exchange.—The T.T. selling rate on London to-day is 2/2 1/2 and on Shanghai 73 1/2.

BENJAMIN & POTTS.

THE POSTMASTER GENERAL'S LETTER BAG.

THE CRAZE FOR STAMP COLLECTING.

In his annual report on the Post Office for 1932, Mr. S. B. C. Ross writes:—What may be described as the extra-postal correspondence of the Post Office has enormously increased.

First and foremost there is the large army of stamp collectors. I do not of course refer to dealers who send cheques and drafts for their fancies, but to the numberless private persons who are interested in this hobby. The small boys and girls scattered all over the world, who wish me "or some other small boy or girl" to send them Chinese stamps. For some reason I am supposed to be a perfect mine of Chinese stamps. Then judging from the number of letters received, the whole surviving made population of what was Hungary has taken to collecting Hongkong stamps. Next in mass come the people who wish to find missing relatives. Then cursory inquiries, the school teacher who has never seen a Chinese newspaper, but would like one to explain to his pupils (this was duly sent with a pinned on notice "this side up"), the man who wanted to buy a chow dog, the many men who had given to sell, the lady who wrote to me enclosing a letter to the Emperor of China, who, she appeared to think had apartments somewhere in my office.

The letter began "Dear Emperor," and asked for his autograph and expressed a hope that the writer and her husband might meet the Dear Emperor when they visited the Orient in the Fall. The last letter worthy of comment was one from a man who wished me to send him signed cards from all notable persons "in my island." I think that this was the only letter received to which I was unable to make any reply.

RECORD YEAR FOR HONGKONG POST OFFICE.

Mr. S. B. C. Ross, in the annual report on the working of the Post Office, writes:—

It is pleasant to report that 1933 has been a record year for the Post Office. The sale of stamps—and this is the surfeit touch of all postal business—is the largest on record. The sales during the year 1932 amounted to \$372,532, as against \$448,379 in 1931. These figures represent the stamps sold for postal purposes only and do not of course include any stamps which are transferred by book entry to legal and other departments in the Government.

It will be remembered that during the early part of the year under report a prolonged shipping strike affected the Colony and had it not been for this the stamp sales would have been much greater. No one who knows the Post Office on ordinary occasions will ever forget that Black Monday, when only some 25 letters were posted in Hongkong and none were received.

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SOVIET DIAMONDS

EMBASSY AS SALE ROOM.

30 LBS. OF JEWELS IN SAFE.

[FROM "THE DAILY TELEGRAPH" CORRESPONDENT.]

BERLIN, June 17th.

Jewellers have often feared the Bolsheviks as potential plunderers of their stocks, but now, according to the *Za Sobodu*, a Russian paper published at Warsaw, they fear them even more as possible trade competitors. If we may trust the account mentioned in *Krestinski*, the Bolshevik Ambassador in Berlin, is already one of the world's biggest dealers in diamonds, for he keeps for sale in a special safe constructed in his room at the Embassy in Unter den Linden no less than 30 lb. weight of these gems, all of them of large size and the finest water. These stones have been brought to Berlin by degrees since the beginning of this year. They are carried by diplomatic couriers in specially constructed leather cases, which are franked with the seal of the People's Commissary for Foreign Affairs.

Krestinski is personally charged with the disposal of the diamonds, but he has the assistance of expert lapidaries in classifying and valuing them. He has permanent agencies in London, Paris, New York, and other centres of the jewel trade, and travellers whose business it is to induce foreign dealers to come to Berlin to inspect his treasure. Some of the gems in his safe are said to be of such extraordinary dimensions and beauty that they must have belonged to the murdered Imperial family.

At present an American is in treaty for the purchase of a share, but the negotiations are complicated by the exceedingly heavy United States import duties and the very grave risks of attempting to smuggle objects of such enormous value. It is said that Bolshevik agents employed by the "Arcos" in London are now organising a scheme for smuggling diamonds into the States from Canada. The work is to be done by women, who will dress humbly and travel third-class so as to avoid attracting attention to themselves.

The chief diamond board of the Bolsheviks, however, still remains at Moscow. There in the Kremlin are piled up, according to the *Sobodu*, more than ten times the weight in *Krestinski's* keeping. This treasure, which is watched over by special guard, is at the disposal of the political bureau of the Communist party, the little group of half a dozen men who are the real rulers of Russia, and it forms the easily transportable reserve on which they will fall back, should untoward events make it desirable for them to leave the country in a hurry, or at any rate retire from their present positions of prominence in the limelight. It is this enormous concentration of diamonds which is said to be alarming professional dealers. They say that with the market in its present state ten years would be required for the absorption of so large a quantity of stones, and if all were to be offered for sale simultaneously the result would be a slump which would ruin the ordinary trade.

In order to avert this catastrophe international wholesale jewellers are trying to organise a world boycott against the Bolshevik diamond-sellers, and the Dutch and Belgian Chambers of Commerce are said to be already occupied with the question. Meanwhile, apparently, jewellers will watch the political developments in Russia with very mixed feelings. As the holders of large stocks of the most easily concealable and therefore most valuable of precious commodities they can hardly approve the Bolshevik theories about other people's property; on the other hand, they would be more than human if they wished political misfortune to a body of men who, if turned out of the business of government, would at once set up as diamond merchants and undersell them in every market of the world.

THE CHANNEL TUNNEL

At the annual meeting of the Channel Tunnel Company, Ltd., Baron Emile B. d'Erlanger, the chairman, in moving the adoption of the report and accounts, referred to the questions which were asked in Parliament in December last with reference to the Channel Tunnel scheme, and to the correspondence which had subsequently taken place between himself and the then Prime Minister, Mr. Bonar Law, in which that gentleman stated that if adequate guarantees were forthcoming that the money was, or would be available, he would be prepared to have the question reconsidered. He (the chairman) came to the conclusion that the best form of guarantee he could give that the money would be forthcoming would be by means of a deputation, consisting of representatives of the Southern Railway, one of the leading contractors of the country—he had in his mind Lord Cowdray—and himself as chairman of the Channel Tunnel Company and senior partner of his own firm. Unfortunately, it had not been possible to form that deputation, owing to the heavy work thrown upon the board of the Southern Railway in connection with the regrouping scheme. The Southern Railway was, however, the entity which was most interested in the construction of the tunnel, and would derive the greatest benefit from the completion of a scheme which, in the opinion of those who had studied the question for many years, would completely revolutionise the whole of the traffic of that system and in his view, lead to an increase of profits which would exceed every kind of expectation so far entertained. On the technical side, the machine which had been made on purpose for the construction of the tunnel had fulfilled their expectations, and their engineer, Mr. Tempest, had given him the assurance that the British portion of the "pilot" tunnel could be constructed for something like £2,250,000, an equal sum being necessary for constructing the French portion. Such sums were not unmanageable, and he was confident that if the proposition were favourably entertained by the House of Commons and the House of Lords, they would be able to bring the scheme to fruition. The report and accounts were adopted.

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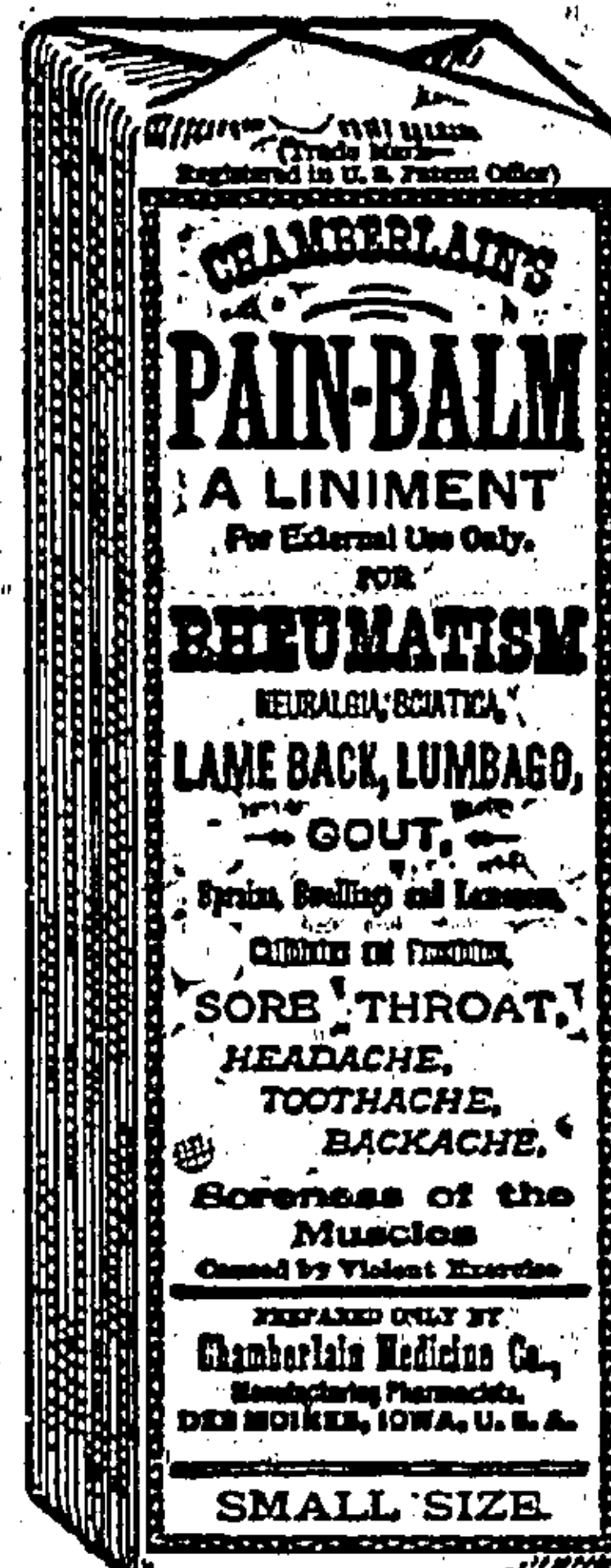


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TIENSIN	"CHIPSING"	Sunday, 29th July, 3 p.m.
MANILA	"WINGSANG"	Sunday, 29th July, 5 p.m.
BANGKOK via SWATOW	"HANGSANG"	Tuesday, 31st July, Noon.
TSINGTAU via SWATOW	"YATSHING"	Wednesday, 1st Aug., Noon.
SHANGHAI	"LAISANG"	Saturday, 4th Aug., Noon.
ROBE via MOJI	"CHUNSANG"	Tuesday, 7th Aug., 8 a.m.
BANGKOK via HOIHOW	"ESANG"	Wednesday, 8th Aug., Noon.
TSINGTAU via SWATOW	"HINSANG"	Thursday, 9th Aug., 4 p.m.
SANDARAN	"FOKSANG"	Friday, 10th Aug., 7 a.m.
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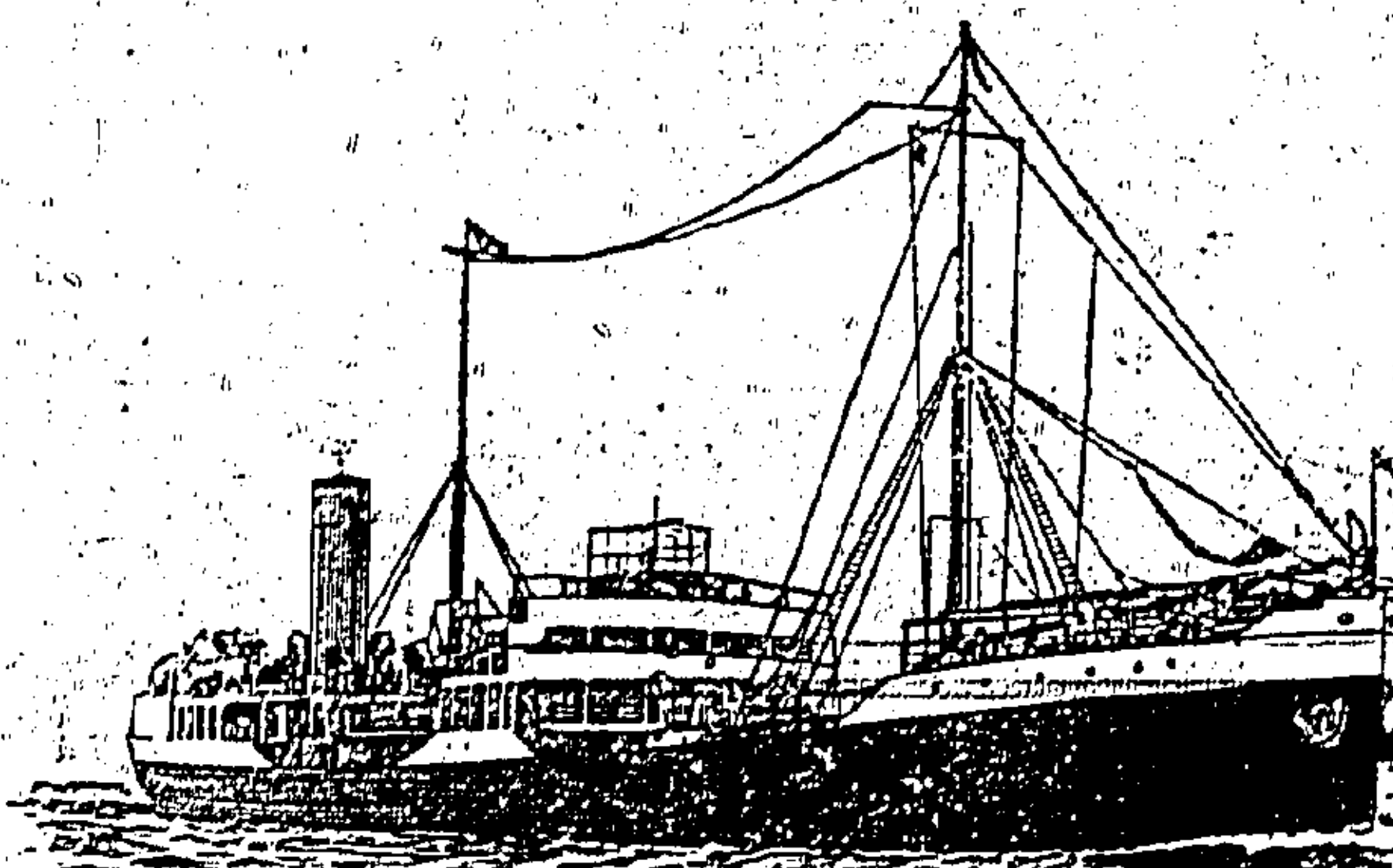
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CORPS USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition

Western Union and Watkins, Benson's, Marconi

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDINA"

4270' x 55' x 31'0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCKS to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WOKS to the same order.

Please address enquiries to the Chief Manager:

B. M. DYER, B. Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

SHIPPING NEWS

PASSENGERS.

ARRIVALS.

Per P. & O. *Macdonald*, on July 26th: Misses (2) and Mrs. May, Miss M. Munro, Mr. W. R. Lewis, Capt. C. A. Robertson, Mr. and Mrs. Morgan and child, Mr. C. S. Harrison, Mr. and Mrs. Wallace, Mr. W. G. Raymond, Mr. J. M. Hume, Miss A. B. Grinham, Miss E. A. Whitney, Mr. R. H. Fairley, Mr. N. Pounder, Mr. E. Thomas, Mr. W. Kirkpatrick, Mr. R. J. Walker, Capt. H. C. Clunies, Mrs. M. E. Cady, Mr. G. Wood, Miss M. R. Lee, Miss E. Edwards, Major and Mrs. C. Smith, Mr. H. R. Hughes, Mrs. C. Hunt, Miss B. Chesel, Mrs. and Miss Muir, Mr. and Mrs. Rahintalla, Mr. G. S. Mahomed, Mr. R. F. Shroff, Mr. G. W. Haselhurst, Mrs. A. G. Elkington, Mr. and Mrs. A. G. Rickard, Mr. and Mrs. E. E. Scrivener, Mr. and Mrs. Hannaford, Mr. W. A. Hyler, Mr. W. T. Hawkes, Mr. W. Smalley, Mr. and Mrs. G. F. Haslam, Mrs. H. B. Rawlings, Mr. W. Telford, Mr. R. W. Barney, Mr. H. Durringer, Miss Vinogradoff, Mrs. Jackson, Mrs. Young, and Mr. K. A. Stevens.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* (Capt. A. J. Hiley, Commander) will leave here for Victoria and Vancouver, B.C., via Shanghai (Wosung), Kobe and Yokohama at 2 p.m. to-day.

The P. & O. s.s. *Nardina* arrived at London at noon on July 26th.

VESSELS EXPECTED

André Lelou (M.M.), due August 17th.
Emil Kirdorf (Hugo Stinnes), due July 29th, a.m.
Empress of Russia, due July 29th, 7 a.m.
Fushimi Maru (N.Y.K.), due July 29th.
Hygon (Blue Funnel), due August 1st.
Iyo Maru (N.Y.K.), due July 31st.
Kashima Maru (N.Y.K.), due July 31st.
Le de Huissey (M.M.), due July 29th.
Mauro Maru (N.Y.K.), due July 29th.
Patrolus (Blue Funnel), due August 6th.
Paul Leont (M.M.), due July 31st.
Perseus (Blue Funnel), due August 25th.
Synland (Rickmers Line), due August 4th.
Victoria, due August 27th.

THE BLUE FUNNEL LINE

THE NEW STEAMERS.

The *Dardanus*, built by Messrs. Workman, Clark & Co., Ltd., Belfast, for Messrs. Alfred Holt & Co., Ltd., Liverpool, successfully underwent her trials in Belfast Lough on June 13th, and thereafter sailed for Swansea to load for the Far East, to begin her maiden voyage on June 21st. Her principal dimensions are:—Length overall, 470ft.; beam, 59ft.; and depth, 35ft. 3in. to the upper deck. She is of about 10,000 tons deadweight, 7,700 tons gross, and 4,800 tons net. The vessel is subdivided by eight watertight bulkheads extending to the upper deck, and has six large holds arranged for the carriage of general cargoes, two of the holds being built to carry oil or water ballast. Hold arrangements are designed to obtain the greatest free space for bulky cargoes, such as locomotives, rails, timber, etc. The propelling machinery is the latest type of Brown-Curtis geared turbines, developing 6,500 h.p.; steam being supplied by two large double-ended boilers fitted for forced draught and with superheaters. State-rooms for a number of saloon passengers are fitted amidships; while the accommodation for officers, engineers and crew is on a specially good scale. The 'tween-decks in fore-castle and bridge are arranged for the accommodation of pilgrims travelling between various ports out East, and a large hospital has been arranged on the poop for their use. The *Dardanus* is the fifth vessel built by Messrs. Workman, Clark & Co., Ltd., for the Blue Funnel Line in an association extending over 30 years.

The new Blue-Funnel Diesel-engined ship *Tantalus*, 10,000 tons cargo, left the yard of the builders, the Caledonian Shipbuilding and Engineering Co., Ltd., Dundee, on June 14th on an extended official trial trip. On a preliminary trial at the mouth of the river the vessel attained a speed of over 15 knots. The *Tantalus* is one of the largest and highest-powered ships afloat of the internal-combustion engine type, the twin screw engine developing over 8,000 horsepower. The complete deck gear, including the steering, is electrically driven. The vessel will be placed in the Far East service.

The conversion to super-heat of the *Ulysses*, at Birkenhead, is nearing completion, and the like conversion of the *Belteson*, together with extensive overhaul and survey repairs, is being undertaken, also at Birkenhead. The post-war overhaul of the fleet is practically completed with these two vessels.

The Holt liners, *Nestor* and *Teddlum*, have recently been reconditioned at the yard of Workman, Clark & Co., at Belfast.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—26th July, 1923, 9th Sunday after Trinity.
 Holy Communion (8 a.m.); Matins (11 a.m.); Responses, Psalms, Venite, No. 9 (Marin); Psalms, 46 (Turner), 47 (Davy), 48 (Fygar); Te Deum, Nos. 10, 8, 9; Benedictus, No. 7 (Spahr); Anthem, "Ye shall dwell in the Land," (Stainer), Hymn, 236.
 N.B.—Psalms 46, verses 1, 7, 11, G. P. in unison.

Psalms 47, verses 1, 2, 5, 6, 9 in unison.
 Psalm 48, verses 1-6 in unison.

Li any (12 noon); Evensong (6 p.m.); Responses, Psalms, 41 (Crotch), 45 (Turle); Magnificat, No. 16 (Rogers); Nunc Dimittis, Baraby; Hymns, 261, 161, 20. [115]

Union Church (Kennedy, Road).—Sunday Services, July 29th: Morning Service at 11 a.m. Subject: Prayer and Character. Evening Service at 6 o'clock. Preacher at both Services:—Rev. J. Kirk Macdonald. [1589]

FIRST CHURCH OF CHRIST SOCIETIES, Macdonnell Road, below Bowen Road, Tram Station.—Sunday, 11.15 a.m. Wednesday, 5.45 p.m. [118]

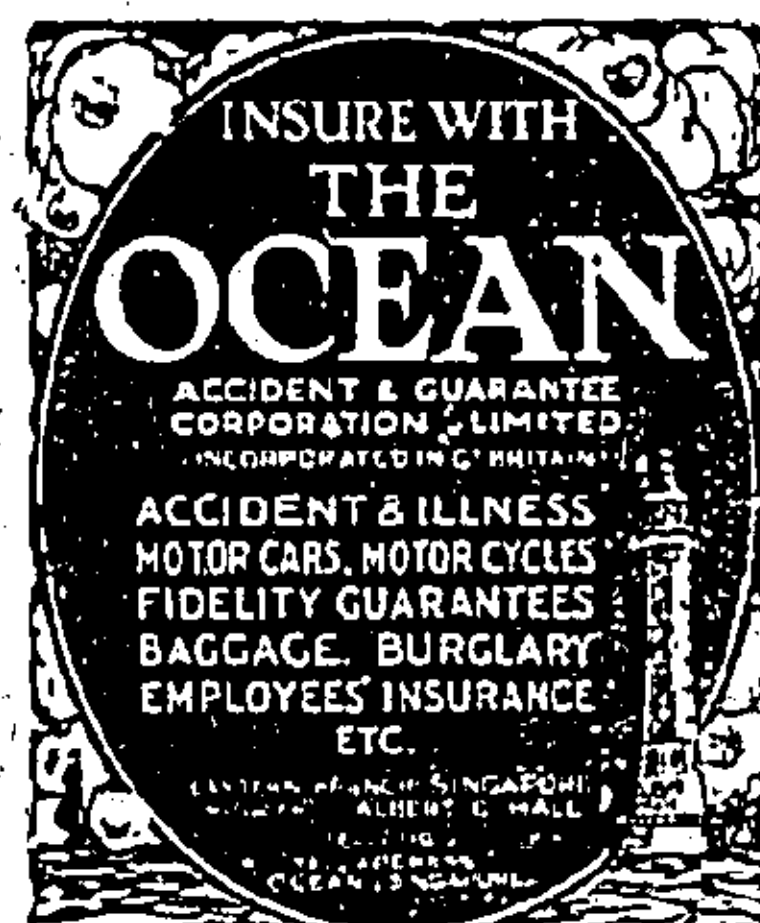
UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESSES	FROM
Seibonbu	Nishikaratsu
Leechang 270 203go Eiraku	
0035	Tokyo
Namke, 36, Desroix Rd. C. Amoy	Kobe
Hopwood	Shanghai
Pan Loohunkee Queens Road	Shanghai
Kwokysun, care Great Eastern Hotel	Shanghai
Ngkamai, Potland Street, Ysamat	Amoy

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

NUMBERS	ADDRESSES	FROM
1231/19	th. Radios	Cherbon
14036/20	th. Leigh, William S. Portlandore	
13313/20	th. Phebitin, c/o Step-benos Girl School	
(2)		Takow



SHANGHAI OFFICE:—No. 39, PEKING ROAD, SHANGHAI.

AGENTS for Hongkong and South China DODWELL & CO., LTD., TELEPH. C. 1030. 2, QUEEN'S BLDG.

WONG SIU WOON



BOOTS, SHOES & SLIPPERS FOR LADIES, GENTS & CHILDREN.

BEST DESIGNS. PRICES MODERATE. 21, POTTINGER ST. PHONE 1474.

THE NEW CHINESE REMEDY. THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1922. With INDEX. Price \$7.50. On sale at the Hongkong Daily Press.

NATURAL MINERAL WATER FRENCH GOVERNMENT'S Springs

VICHY CELESTINS

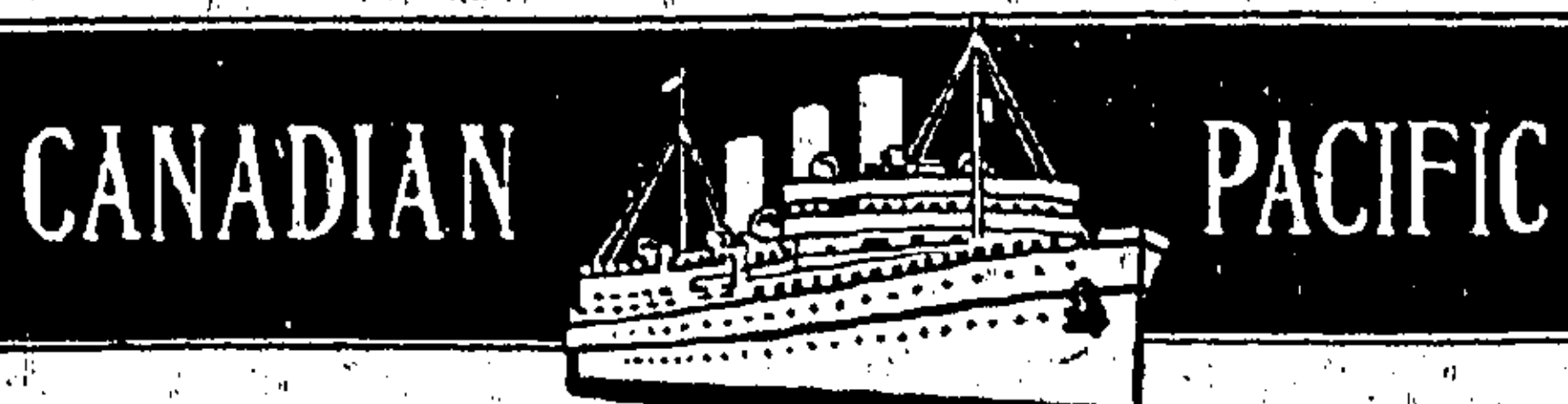
In bottles, half and splits

Gout, Diabetes, Rheumatism, Gravel, Arthritis

VICHY GRANDE-GRILLE For Liver trouble and Bilelessness.

VICHY HOPITAL For Indigestion.

Refuse substitutes. Mention name of Spring required.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Due Vancouver	From Canada	Due England
Empress Canada	July 28	Aug. 13	Empress Scotland Aug. 4 Aug. 10
Empress Russia	Aug. 9	Aug. 27	Empress France Aug. 18 Aug. 25
Empress Australia	Aug. 24	Sept. 12	Empress Scotland Sept. 1 Sept. 8
Empress Asia	Sept. 8	Sept. 24	Montcalm Sept. 21 Sept. 28
Empress Canada	Sept. 22	Oct. 8	Empress Scotland Sept. 29 Oct. 4
Empress Russia	Oct. 4	Oct. 22	Empress France Oct. 13 Oct. 19
			Empress Scotland Oct. 27 Nov. 2

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabin on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 732. Cables: GACANPAC.
 Freight and Express: Tel. 43. Cables: NAUTILUS.

Y. K. K.
Yamashita Steamship & Mining Co., Ltd.
 Steamship Owners, Shipping & Marine Insurance Broker.
 Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars please apply to:—

Branch Office: No. 27, Bonham Strand, West. Tel. Central No. 155.
 S. MITARAI, Agent. Top Floor, King's Building. Tel. Central No. 140.

HUGO STINNES LINIEN

Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Albert Vogler	9,000 tons	11th August
*Carl Legien	9,000 tons	First half of Sept.
*Adolf von Baeyer	9,000 tons	First half of October.
*Emil Kirdorf	9,000 tons	First half of November.
*Seher	12,300 tons	First half of December.

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Emil Kirdorf	9,000 tons	29th July, Calling at Manila
*Seher	12,300 tons	18th Aug., do.
*Albert Vogler	9,000 tons	
*Carl Legien	9,000 tons	
*Adolf von Baeyer	9,000 tons	
*Emil Kirdorf	9,000 tons	

* These steamers are fitted with all comfort for the convenience of about 50 first class passengers.
 † Cargo boat.

AGENTS

REUTER, BROCKELMANN & CO.

26, Des Voeux Road Central.

Phone Central No. 478.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BEKAWAN-DESI Direct.

7th August, 1923.

1st Class Fare to Singapore—\$100.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone Central No. 1574.

Agents.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada. Through passage rates to Europe via America G-4405, G-4420, G-4440.

IYO MARU ... Saturday, 11th Aug., at 11 a.m.

SHIDYUOKA MARU ... Wednesday, 5th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore &c.

KASHIMA MARU ... Wednesday, 1st Aug., at 11 a.m.

HAKONE MARU ... Wednesday, 15th Aug., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM

MATSUYE MARU ... First half Sept.

LIVERPOOL via MARSEILLES & VALENCE

TOKUSHIMA MARU ... Friday, 10th Aug.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Wednesday, 15th Aug., at 11 a.m.

TANGO MARU ... Wednesday, 15th Sept., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

DELAGOA MARU ... Friday, 3rd Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... Monday, 30th July, at 4 p.m.

BOMBAY via Singapore and Colombo.

SADO MARU ... Sunday, 29th July, at Noon.

CALCUTTA via Singapore, Penang & Rangoon.

MOJI MARU ... Monday, 30th July.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Saturday, 18th Aug., Afternoon

SHANGHAI, KOBE & YOKOHAMA.

FUSHIMI MARU ... Monday, 30th July.

MORIOKA MARU ... Saturday, 4th Aug.

MISHIMA MARU ... Wednesday, 15th Aug.

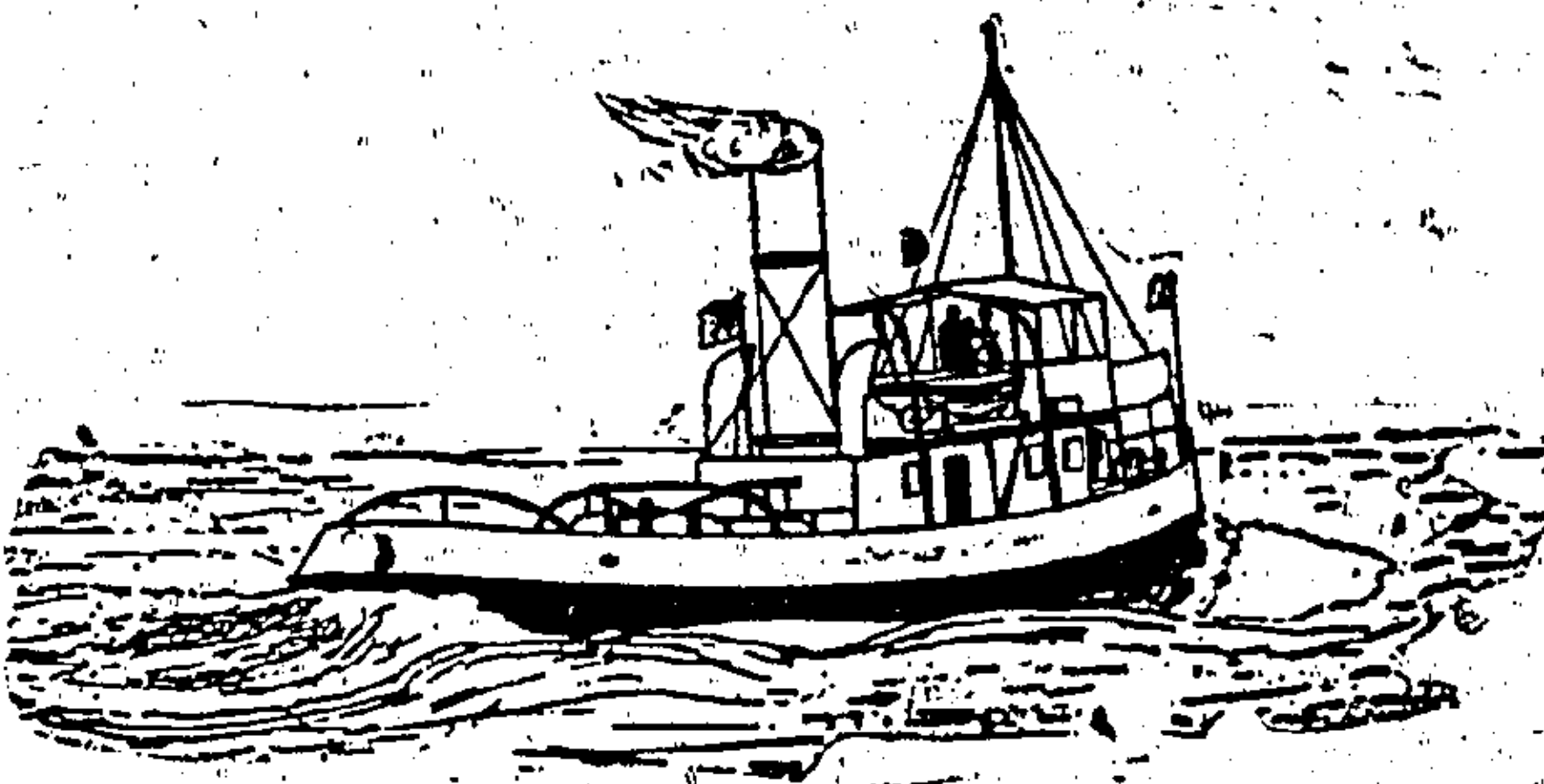
For further information apply to:— NIPPON YUSEN KAISHA

Telephone: Central Nos. 292, 293 & 2422. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad.



OLL-YARD TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.
 Boiler Makers Founders and Constructional Engineers and Repairers

NOTICE.

MESSRS. FINDLATER, MACKIE, TODD & CO., LTD., WINE & SPIRIT MERCHANTS, LONDON.

The Agency for this Old Established, and Well Known Firm has been transferred from CARTERS, to JAMES H. BACKHOUSE, LTD., No. 1A, CHATER ROAD.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

MTSUI BUSSAN KAISHA, LTD.

HONGKONG.

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, London, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class £92.—2nd Class £62.—
 "B" Class Steamers ... 1st Class £84.—2nd Class £56.—
 "C" Class Steamers ... 1st Class £56.—

"A", "B" & "C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers, but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 780X)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF MADRAS" ... via Suez Canal ... 5th August
 S.S. "TALYBUI" ... via Suez Canal ... 15th August
 S.S. "CITY OF BOSTON" ... via Suez Canal ... 15th August

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
 (JOHN SWIRE & SONS, LTD.)
 HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong to Marseilles.
ANGKOR ...	...	...	6th Aug.
CHAMBER ...	...	...	20th Aug.
PAUL LECAT ...	29th June	31st July	3rd Sept.
ANDE LEBON ...	15th July	28th Aug.	17th Sept.
AMBOISE ...	27th July	28th Aug.	1st Oct.
CORDILLERE ...	10th Aug.	11th Sept.	15th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... £ 55. 0s. 0d. B CLASS (1st Class) ... £ 89. 0s. 0d.
 STEAMERS (2nd) ... £ 68. 0s. 0d. STEAMERS (2nd) ... £ 62. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "LE DE MISSISSY" loading for BORDEAUX, HAVRE, ANTWERP & DUNKIRK, about 29th July.

MESSAGERIES MARITIMES CO.,

4, Quai de Commerce.

Telephone: Central 740.

21

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH-CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, saloons and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying Office) 10 Days

HAIPHONG ... Capt. W. O. Plummer ... Tuesday, 31st July, at 1 p.m.
 HAIPHONG ... Capt. Ellis Walker ... Friday, 3rd Aug., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Kink Pter)

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

(General Manager)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

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No. 14, PEDDER ST., HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES INCORPORATED IN ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES, EAST AFRICA, AUSTRALIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"BOUDAN"	6,666	6th Aug.	Singapore, Penang, Colombo & Bombay
"KEIVA"	9,017	8th Aug.	Singapore, Penang, Colombo & Bombay
"ALIPPO"	5,273	15th Aug.	Singapore, Penang, Colombo & Bombay
"KASHMIR"	8,841	22nd Aug.	Singapore, Penang, Colombo & Bombay
"SICILIA"	8,813	28th Aug.	Singapore, Penang, Colombo & Bombay
"MACEDONIA"	11,089	28th Aug.	Singapore, Penang, Colombo & Bombay
"DONGOLA"	8,068	28th Aug.	Singapore, Penang, Colombo & Bombay
"SUDAN"	6,667	28th Aug.	Singapore, Penang, Colombo & Bombay
"MAINTUA"	10,303	28th Aug.	Singapore, Penang, Colombo & Bombay
"KARNATA"	9,068	28th Aug.	Singapore, Penang, Colombo & Bombay
"SICILIA"	6,818	28th Aug.	Singapore, Penang, Colombo & Bombay

1924.

S.S.	Tonnage	From Hongkong (about)	Destination
"MACEDONIA"	11,089	28th Jan.	(MARSEILLES & LONDON via Usual Ports of Call)
"KASHMIR"	8,841	8th Feb.	do.
"MOIRA"	10,511	22nd Feb.	do.
"KARNATA"	9,068	7th March	do.
"NADIRA"	15,593	21st March	do.
"KALYAN"	9,068	4th April	do.
"CHINA"	7,552	18th April	do.

BRITISH INDIA - APCAR SAILINGS

S.S.	Tonnage	From Hongkong (about)	Destination
"TORILLA"	5,205	28th July, 3 p.m.	Singapore, Penang & Calcutta.
"JANUS"	4,854	28th Aug.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	4th Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

S.S.	Tonnage	From Hongkong (about)	Destination
"MACEDONIA"	11,089	28th July, 10 a.m.	Shanghai, Moji, Kobe & Yokohama
"CHAKRATA"	5,692	29th July, 5th Aug.	Yokohama
"YANU"	4,854	5th Aug.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	7th Aug.	Yokohama
"DONGOLA"	8,068	11th Aug.	Shanghai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must delay their own Hotel expenses at Singapore while waiting the on carrying steamer.
 First Cabin Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON MACBENZIE & CO.,

21, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED,

(Incorporated in Great Britain)

81, George Street, HONGKONG.

Telephone: Central 5165

Telegrams (Furnes) 1000

S. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" (Call at Marseilles) ... Tuesday, 4th Sept.

RIO DE JANEIRO, SANTO, & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"MEXICO MARU" (Call at Montevideo) ... Friday, 17th Aug.

HOMER—fortnightly service via Singapore and Colombo.

"CELESTES MARU" (Call at Penang) ... Saturday, 4th Aug.

"SUMATRA MARU" ... Monday, 20th Aug.

SAIGON, HANGKOW, SINGAPORE & DELI—Regular monthly Passenger Service.

"KISHU MARU" ... Wednesday, 1st Aug.

CALCUTTA—Monthly Service via Singapore and Rangoon.

"INDO MARU" ... Wednesday, 15th Aug.

VICTOR A. SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.

"AFRICA MARU" ... Friday, 12th Aug.

NEW YORK via PANAMA—Regular monthly service via Japan, Panama, San Francisco.

"ALASKA MARU" ... Wednesday, 8th Aug.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Yokohama.

"ALASKA MARU" ... Wednesday, 1st Aug.

"ALASKA MARU" ... Wednesday, 1st Aug.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"AMAKUSA MARU" ... Sunday, 29th July, Noon.

"KAIO MARU" ... Sunday, 5th Aug., Noon.

TAKAO via SWATOW & AMOY.

TAKAO & KEELUNG.

"BOHUKU MARU" ... Thursday, 2nd Aug.

For sailing dates and further particulars please apply to S. BRIMA, Manager.

G. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SAIGON	"HANYANG"	On 28th July, 4 p.m.
SHANGHAI & TIENTSIN	"SHANTUNG"	On 28th July, 4 p.m.
HOIHOW & RANGKOK	"LINAN"	On 28th July, 11 a.m.
SWATOW & SHANGHAI	"CHUSAN"	On 30th July, 4 p.m.
SHANGHAI	"WENCHOW"	On 30th July, 4 p.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 30th July, 4 p.m.
SHANGHAI & PUKOW	"YINGCHOW"	On 31st July, Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 31st July, 4 p.m.
SWATOW & RANGKOK	"SINKIANG"	On 31st July, 4 p.m.
AMOY & SHANGHAI	"CHINHUA"	On 2nd Aug., 9 a.m.

Date of sailing approximate only.

Excellent Saloon accommodation available, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamer, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

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CARGO & "AP" RATES CAN BE OBTAINED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)

[1]

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamers	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports.
"TAIYUAN"	29th July.	2nd Aug., 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents

Telephone: Central No. 38.

[2]

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OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Sequana" ... Due Hongkong 2nd Aug.

Leave Hongkong 3rd Aug.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S. "West Chopaka" ... Due Hongkong 11th Aug.

Leave Hongkong 12th Aug.

TO MANILA AND SINGAPORE.

U.S.S. "West Carmona" ... Due Hongkong 17th Aug.

Leave Hongkong 19th Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

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K. A. HEYUM, Res. Agent.

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DODWELL & CO., LIMITED

For BOSTON & NEW YORK via SUEZ

S.S. "EGREMONT CASTLE" ... sailing on or about 11th Aug.

S.S. "BOWEN CASTLE" ... sailing on or about 7th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUM having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £88.

FOR SHANGHAI, YOKOHAMA & KOBE

S.S. "TRIESTE" ... sailing on or about 15th Aug.

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "DUCHESSA D'AOSTA" ... sailing on or about 7th Aug.

S.S. "TRIESTE" ... sailing on or about 15th Aug.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

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DODWELL & CO., LIMITED.

Agents.

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